

**Kris Livingston**

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**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:14 PM  
**To:** Kris Livingston  
**Subject:** FW: Input to SF-SJ Scoping Study  
**Attachments:** CHSR Scoping Input.doc  
  
**Importance:** High

**From:** Marcy Abramowitz [mailto:[radab@pacbell.net](mailto:radab@pacbell.net)]  
**Sent:** Monday, April 06, 2009 4:17 PM  
**To:** HSR Comments  
**Subject:** Input to SF-SJ Scoping Study  
**Importance:** High

Please find attached letter, which has also been faxed to 916-322-0827

14

RE: CHSR - INPUT TO SAN FRANCISCO - SAN JOSE PROJECT-LEVEL EIR SCOPING

Dear CHSRA,

I am writing to share comments for your thorough consideration with regard to the HSR scoping study of the San Francisco to San Jose Corridor. These comments are in addition to those submitted on behalf of my neighborhood by the Felton Gables Homeowners Association, with which I am in full support:

1. The Project-Level EIR should re-evaluate several issues addressed in the Program-Level EIR.
  - a. Specifically, the cost and benefits of beginning CHSR in San Jose instead of San Francisco should be put back on the table. At a scoping meeting in January in San Carlos, HSRA leaders stated that greater than \$4 Billion would be spent on this 40+ mile segment – roughly \$100 Million per mile. With fewer stops, the current Baby Bullet could cut several minutes from its SF-SJ travel time. The EIR should explicitly address whether \$4 Billion, plus the disruption, havoc and depressed property values wreaked on the Peninsula is worth shaving 10 or so minutes off the SF-SJ route.
  - b. Additionally, HSRA should consider beginning its work on a more productive segment of the proposed line. Given the existence of the Baby Bullet, CHSR should begin in a segment of the State that has a greater need to provide rail service, such as where no feasible rail exists.
2. An objective and thorough evaluation of the financial impact of ALL construction options on local real estate values must be completed. It goes without saying that the establishment of HSR will impact local real estate prices. Based on information that is known, this impact will be overwhelmingly negative in those areas that will have tracks and trains, and no station. Most obviously, the retained-fill option will have a severely deleterious impact. Residents and businesses need to know what to expect, and the State and municipalities, such as Basic Aid school districts need to understand the impact on property taxes. This requests a thorough evaluation and mathematical model of likely impacts on real estate values for EACH option that you consider. Specifically, your analysis should consider:
  - a. A detailed study of prior impacts from other HSR corridors. Consider the change in values from JUST BEFORE HSR was approved, through the years of construction, and then in the out years (as many as possible). Include the values of residential and commercial real estate adjacent to the tracks, and then at several intervals away (e.g. 100 feet, 500 feet, etc. up to the inclusion of the entire town/city). Compare these changes to other comparable locations in nearby localities.

b. Model the financial impact of EACH option under consideration on local residential, commercial and industrial real estate. For example, \$1+ Million homes line the Caltrain line in Atherton, Menlo Park and Palo Alto, with homes not far away from the line in Mountain View and Sunnyvale. What impact will each option have on the real estate values of those residences, their neighborhoods and communities? Begin with a benchmark prior the passage of Prop 1A. Looking forward, consider the years of construction, as well as the out years.

#6  
Property  
Value

Thank you.

Sincerely,

Marcy Abramowitz  
360 Lennox Ave.  
Menlo Park, CA 94025

April 6, 2009

Fax: 414-322-0827  
Pages: 2

RE: CHSR - INPUT TO SAN FRANCISCO - SAN JOSE PROJECT-LEVEL EIR SCOPING

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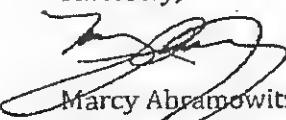
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  - a. Specifically, the cost and benefits of beginning CHSR in San Jose instead of San Francisco should be put back on the table. At a scoping meeting in January in San Carlos, HSRA leaders stated that greater than \$4 Billion would be spent on this 40+ mile segment - roughly \$100 Million per mile. With fewer stops, the current Baby Bullet could cut several minutes from its SF-SJ travel time. The EIR should explicitly address whether \$4 Billion, plus the disruption, havoc and depressed property values wreaked on the Peninsula is worth shaving 10 or so minutes off the SF-SJ route.
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#6 property

Thank you.

Sincerely,



Marcy Abramowitz  
360 Lennox Ave.  
Menlo Park, CA 94025

April 6, 2009

**Kris Livingston**

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**From:** John Anderson [jbncaanderson@earthlink.net]  
**Sent:** Sunday, April 05, 2009 5:22 PM  
**To:** HSR Comments  
**Subject:** High Speed Rail

Gentlemen:

I live on the SF Peninsula in the town of Burlingame and look forward to the day California can boast a high-speed rail line between SF and LA. I've studied a lot of information about it and am confident that, besides demonstrating for the umpteenth time in Calif. history that we are a fount of wise and imaginative innovation, that high speed rail will make economic sense on several levels.

Until WW2, the Bay Area had the world's biggest and best coordinated public transportation grid, linking trains, streetcars, interurbans and ferries on a scale people my age can't imagine. I look forward to our getting back on that track!

John Anderson

#8  
Support

I-SM3



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

## Meeting Date/Location

February 25 - Millbrae  February 26 - Palo Alto  March 4 - Redwood City

Name (please print): Janice Anker City: Menlo Park State: ca Zip: 94025

Title Home owner (if applicable): Phone: 650 283-0738 Fax:

Organization/Business (if applicable): E-mail:

Address: 185 Stone Pine Lane Menlo Park, CA 94025

2  
Underground  
track

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

- A below ground level track such as a full bore tunnel or below grade trench and cover are the only acceptable choice.
- The noise level above ground without mature trees and shrubs would be unbearable. CAL train has 98 trains both passenger and freight that run at the present time. Mature trees and shrubs make it somewhat bearable now.
- Unsightly walls are not an answer. Dirt berms are not much better.
- Electric towers 40' high with wires is unsightly and not a good replacement for the current mature trees.
- Property values will go down substantially. Will any funds be allocated to home owners?
- "Eminent domain" claiming of property is a loss of property value. (I've experienced "Eminent domain claim on property in San Jose back when the Guadalupe Expressway was built. As a home owner money was lost. Eminent domain value was NOT fair market value. )
- Question: While the new electric train tracks are being built, what will CAL trains run? Will the current CAL train tracks be left in their current place or moved over?

2  
GRADE  
SEPARATIONS

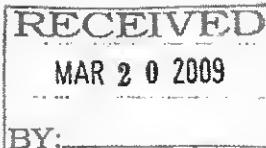
1  
NOISE

1  
AESTHETICS

6  
• PROP VALUES

• EMINENT  
DOMAIN

3  
ADDITIONAL  
TRACKS TO  
ACCOMMODATE  
EXISTING



*Jan Anker*

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

*March 20  
2009*

Fold and Tape Completely Before Mailing

I-SM 4



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

## Meeting Date/Location

February 25 - Millbrae  February 26 - Palo Alto  March 4 - Redwood City

Name (please print): JANICE ANKER City: MENLO PARK State: CA Zip: 94025

Title (if applicable): HOMEOWNER Phone: 650 327-1197 Fax:  

Organization/Business (if applicable):   E-mail:  

Address: Jan Anker  
165 Stone Pine Lane  
Menlo Park, CA 94025

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Has anyone thought about running the new high speed train from L.A. just to San Jose. Peninsula Riders could take CAL TRAINS to San Jose and get on the High speed train there.

2  
~~NO BUSES~~  
Terminate  
in San Jose  
3

4  
TRANSFER  
BTWN  
SYSTEMS

- IT would save money
- No Eminent Domain from San Francisco to San Jose
- No street and pedestrian crossings...
- No concern over above grade, below grade or tunnel
- CAL TRAIN is going to update their stations so it would be a breeze to take CAL TRAIN to San Jose and catch the High Speed Train.

2  
GRADE  
SEPARATION

3  
UPGRADE  
EXISTING  
RAIL  
EXISTING

6  
EMINENT  
DOMAIN

High Speed Train from L.A. to San Jose  
CAL TRAIN FOR Peninsula Riders

6  
Different  
Alternative

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records.

The comment period closes on April 6, 2009.

RECEIVED  
MAR 20 2009

3/18/09

Fold and Tape Completely Before Mailing

ISM 5

## Kris Livingston

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:50 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST

-----Original Message-----

From: Tammy Aramian [mailto:[tammy@artamstudio.com](mailto:tammy@artamstudio.com)]  
Sent: Monday, February 23, 2009 5:48 AM  
To: HSR Comments  
Subject: San Francisco to San Jose HST

Due to a schedule conflict I'll be unable to attend the information meeting on March 4, but I did want to mention a few issues.

1. There are many delays to existing Amtrak routes in California and other Western regions due to the "freight takes precedence" protocol.

Unless the HST runs on dedicated rail from terminus to terminus, the freight train issue would be even more of a bedevilment to a HST schedule than it is to the schedule of an existing passenger route.

2. An issue of particular importance on the Peninsula is that of pedestrian fatalities. No matter how many fences, lights, whistles, gates and arms are used, and regardless of any public service advertising or publicity, people will continue to put themselves in harm's way. Typically, a Caltrain involved in a pedestrian strike must stop while emergency personnel attend to the victim and take statements from the engineers. This usually takes an hour and stops all train traffic at least in one direction, sometimes both directions. With an HST, first of all, even stopping could be difficult, and again the schedule issue comes into play.

3. Federal stimulus money, absolutely. State money, hell no, not now, especially not after the annual ridiculous state budget tug-of-war between D's and R's. Postponing a major expenditure of this nature is a fiscal undertaking that any responsible household or corporation would implement during a financial crisis such as we currently face, this is no different. Yes, costs will undoubtedly rise with a postponed build, but again, households and corporations understand this concept.

4. This is a minor point, but one that might be indicative of waste in other areas. The mailer I received was one letter-size sheet, trifold without envelope. Unless the USPS has instituted a surcharge for envelope-less stapled mailings I'm unaware of (and I have an unfortunately sizeable amount of experience with USPS regulations), there was no reason to affix 20 cents of stamps in addition to the 42- cent first class stamp.

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Tammy Aramian  
780 Arguello Street  
Redwood City, CA 94063  
[tammy@artamstudio.com](mailto:tammy@artamstudio.com)  
-----

#11 (ATR)  
#3 Travel time  
#3 Coordination with freight

#1 Safety  
#3 Travel time

#5 Cost/Funding

#5 Cost

## Kris Livingston

From: HSR Comments  
Sent: Tuesday, April 21, 2009 3:05 PM  
To: Kris Livingston  
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: monkey@netwizards.net [mailto:monkey@netwizards.net]  
Sent: Monday, April 06, 2009 6:59 PM  
To: HSR Comments  
Subject: San Francisco to San Jose HST

Date: Sun, 5 Apr 2009 10:15:03 -0700  
To: monkey@netwizards.net  
From: monkey@netwizards.net  
Subject: JB's HSR comments

Here are some of the questions that I would like answered in an EIR/EIS

We are commenting on an undrafted project. What we have are sketches, not a firm idea of what the actual project will be. We need a completed draft before we can ask intelligent questions. This is the most unfinished project draft that I have ever seen offered to the public for comments. The architects of the High Speed Rail (HSR) system should study their plans and offer the public something tangible to comment on.

The exact route needs to be known, including other routes with which to compare the initial one.

A thorough discussion of the types of soil over which the tracks will travel, whether there have been earthquakes in areas, and, if so, their magnitudes, and what is likely to happen to trains and infrastructure when such an event is repeated.

A complete list of planned stations and interchanges should be included for all routes, primary and alternative.

The Caltrain tracks are a noted butterfly flyway. Please identify the species of butterflies that use this corridor, what impacts HSR will have on this population and what mitigations would be planned to alleviate the impact on the butterfly population.

How fast will trains be traveling through the urban areas of the Peninsula? Will there be any stations on the Peninsula? If the trains are traveling at high speeds on the Peninsula, what are the mitigations for the wind created by displaced air? I have stood near a track where a train went by at 125 mph. I had trouble keeping my balance, even at a distance.

What will be the effects of wind created by these trains, on birds, insects and on people and other animals?

What will be the patterns of the dust blown up by these trains? Where would the dust settle on calm as well as on windy days?

The same questions apply to allergens. Dust itself is an allergen and carries many others, as well. Please explain the dispersal patterns, as requested above, and, further, add a detailed study of what allergens will be distributed and over what area. What effect will these

#7  
request  
for info

#1  
geology

#2  
station  
location

#1  
bio

#2  
speed

#1  
Air  
quality

#1  
AQ

allergens have on the population and how much suffering will be caused? The continual dispersal of allergens will eventually cause allergic reactions in people who formerly had none. How many new cases can we expect a year?

Valley Fever is also a problem, exacerbated by excavation. Please detail the potential spread of Valley fever in the urban and rural areas, caused by HSR running and by its construction.

What will be the total power requirements for the HSR? Can this be supplied by existing power plants or will new ones have to be built? What will be the health, environmental and social impacts of new power stations, as well as the increased running of existing ones? What kind of power stations would be constructed and at what cost?

How much noise would be generated by these trains going through urban areas? If they are underground, how will the compression of air in the tunnel be handled? If it is to be vented, then the questions above (on wind in general) also apply -- for example, what will be the wind and dust dispersal patterns from vents?

Since Caltrain will continue to run along this right of way, where exactly will the HSR be positioned? Exactly what areas of land will be affected by its construction and its use? Will there be eminent domain along the area of tracks and, if so, what properties will be affected by these takings?

What will be the difference in construction cost and mitigations and trains times of the Peninsula route and the Valley route?

Please let the public know all the trees that will be removed or affected, any houses that will be removed or impacted.

Whether the tracks are to be underground or above ground, how will the existing grade separations be affected? What will this add to the cost in both Southern and Northern California?

For what period of time will these urban areas be affected by construction?

What will be the difference in speed of travel between the Oakland-Los Angeles and San Francisco-Los Angeles routes?

What will be the difference in speed between the urban and rural sections of the route? (For example, I have seen German high speed trains waiting at a standstill in an urban area.)

How will the tracks along the entire route be isolated from potential terrorist attack? Will tracks be enclosed with walls or fences? How much do these measures add to the cost of the project and what would be the visual impacts of walls or fences along the length of the route?

How will wild animals be able to cross the HSR tracks?

How will land prices along the HSR tracks be affected?

How will increased urban sprawl be mitigated and farmland protected along the HSR route?

How can the project be protected from conflict of interest? Insider knowledge by politicians and engineers has historically led to purchases of intended right of way and of farmland near tracks and stations. When the State has to buy these rights of way, the price is much increased over that which the insiders paid to the original land-owners. These personal profits will add to the cost of the line and will be reimbursed by the State and ultimately by the taxpayers, in much the same way as banks and insurance companies have been. How can

#1 hazards

#1 energy

#1 noise

#2 ROW

#1 const

impacts

#6 eminent

domain

#6 const cost

#2 Alt route

#1 bio

#2 const cost

#1 const impact

#2 travel

time

#2 speed

request for

info

#1 safety

#1 bio

#6 prop value

#1 growth

inducemat

#7

conflict

of

interests

such opportunism be mitigated? If it is not, how much will such insider land trading eventually add to the cost of the project?

How will the fare structure be determined? The Golden Gate bridge was expected to pay for itself and tolls were expected to be eliminated not long after its completion. This has not worked out as planned. Such pricing must be carefully considered. If the HSR fares do not pay for the running and maintenance of the trains, will the state be required to subsidize or bail out the system? If so please provide detailed scenarios as part of the cost of the project.

The HSR is in competition with the airlines. Can it match the incentive pricing that the airlines will certainly offer? What impact will the HSR have on the airlines, as well as on travel in general to and from cities served by it?

Please provide a detailed list of species along the all HSR routes and what mitigations will be required to avoid HSR impacts.

John A. Banich  
Menlo Park

#5  
fares  
profitability

#3  
Air travel

#1  
bio

## Kris Livingston

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From: HSR Comments  
Sent: Tuesday, April 21, 2009 3:04 PM  
To: Kris Livingston  
Subject: FW: San Francisco to San Jose HST

-----Original Message-----

From: monkey@netwizards.net [mailto:monkey@netwizards.net]  
Sent: Monday, April 06, 2009 7:00 PM  
To: HSR Comments  
Subject: San Francisco to San Jose HST

dkp.

Here are some of the questions that should be answered in an EIR/EIS.

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Please provide a detailed list of species along the all HSR routes and what mitigations will be required to avoid HSR impacts.

John A. Banich  
Menlo Park

Kris Livingston

From: Michael [michaelbarber@rcn.com]  
Sent: Sunday, April 05, 2009 8:56 PM  
To: HSR Comments  
Cc: 'Terry Nagel'  
Subject: I Support HSR, but...

*#3 track*  
Too whom it may concern:

*CPA* I support the HSR, but the actions taken by local cities and the Caltrain authorities over the last several years did not take HSR into account. As an example, the stations remodels on the peninsula did not take into account the need for 4 tracks for HSR even though it has been talked about for years. I vigorously pushed this point on the Burlingame City Council, when they began plans to remodel the new Burlingame station. Unfortunately, the station was only built with the ability to "squeeze in" a third track if ever needed. There was always room for 4 tracks. The same was true for the Millbrae station. Why didn't anyone from HSR look at these issues before?

*#2 number of tracks*

Who will pay for the remodeling of the recent station remodels? Now I envision years of litigation and major cost over runs to get HSR up the Peninsula.

Good luck.

Michael Barber, CPA

1316 Palm Drive

Burlingame, CA 94010

michaelbarber@rcn.com

*#2 station  
remodeling  
costs*

*#5 construction  
costs*

## Kris Livingston

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**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:58 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST

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**From:** Sandy Bardas [mailto:sandyb@dslextreme.com]

**Sent:** Monday, February 02, 2009 1:13 PM

**To:** HSR Comments

**Subject:** San Francisco to San Jose HST

Although I favor the development of quality transportation in the Bay Area, I am completely opposed to the HST on the Peninsula. Many mistakes were made in the planning

1. Firstly, the corridor should NOT be Pacheco Pass but rather Altamont Pass
2. The majority of the population lives in the East Bay, not the Peninsula
3. The right of way for the train bisects all the communities on the Peninsula, thus creating a wall amidst the community
4. These communities are among the most high priced real estate in the nation, thus adding to the cost of the system .

I am asking for reconsideration of the placement of HSR on the Peninsula corridor to take into account track placement and cost of building on the Peninsula. The train should be on the East Bay, where the majority of the population resides.

Respectfully submitted,  
Sandra Bardas  
1343 Hoover St.  
Menlo Park, CA 94025

## Kris Livingston

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:45 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST/comment

**From:** nbamby@comcast.net [mailto:nbamby@comcast.net]

**Sent:** Saturday, February 28, 2009 2:55 PM

**To:** HSR Comments

**Subject:** San Francisco to San Jose HST/comment

I voted against the proposition to fund the HSR project and continue to oppose it for the following reasons:

1. California cannot afford spending money on such a project at this time, nor can we afford to borrow money against the future. *#1 oppose*
2. The claims of the HSR advocates seem to be grossly exaggerated. The project will not pay for itself, nor will it ever be self-sustaining in terms of costs. HSR is highly subsidized in Europe and Asia. *#2 Foreign cost system*
3. We need instead improvements to our local public transportation systems. For example, I cannot easily travel from Menlo Park to Berkeley by public transportation; I must make several changes. I am much more likely to travel to Berkeley than Los Angcles. *#3 upgrade existing facilities*
4. Environmental concerns are turned aside by HSR advocates. Unless the train goes underground by tunnel on its peninsula route, severe damage will be done to towns along the route. How many trees will fall in sacrifice to the train? *#2 tunnel* *#1 biological resources*
5. Above-ground HSR would change the character of the ten cities/towns along the rail line, in some cases literally splitting a town's residential area in half with huge cement grade separations. *#1 Aesthetics, #1 EJ comm. Separation*
6. The taxpayers of San Mateo and Santa Clara counties paid to buy the rail corridor from Union Pacific. Don't we citizens own this property, and should we not have more "say" in what happens there? *#5 funding sources* *#3 coordination*
7. Why should we have trains hurtling through such populated areas anyway? Why not send trains up highway? *#2 Att. align.*
- 5? Wouldn't that cost less than buying myriad city properties (costly, especially in Palo Alto, Menlo Park, and Atherton) in order to increase the width of the corridor? *#6 property values, #6 eminent domain, #7 ACP, #8 ACQ.*
8. I fear that many folks who voted to support the idea of HSR did not realize what they were voting for. The advocates made it all sound "so easy," but now, even before it is built, the time estimates to Los Angeles have gone up, the costs of building seem larger, the number of folks riding it fewer. It is another example of a state proposition gone awry. *#7 Prop 1A misinformed*

I hope that those in charge of this project will take another look at its impact.  
nancy barnby, 169 spruce avenue, menlo park, ca 94025

#11 conclusion

#5 construction costs

## Kris Livingston

---

From: Cristy Barnes [cristy@lcpartners.com]  
Sent: Wednesday, March 25, 2009 3:18 PM  
To: HSR Comments  
Cc: 'John Barnes'  
Subject: High Speed Rail Feedback  
  
Importance: High

### To Whom It May Concern:

We are long-time Menlo Park residents who are extremely upset by the plans to build a high speed railway down the middle of our town, and the middle of the surrounding cities. I have lived in Menlo Park since birth (so, 38 years) and my husband has been a resident for 9 years. We believe one of the advantages of choosing to stay in a town like Menlo Park is that it provides our family the opportunity to live in a suburban neighborhood without the congestion, pollution and noise of a city. Neither of us voted for Proposition 1A, yet we know many others who mistakenly voted "yes" because they did not understand the magnitude of the project (and actually believed the route would be through the Altamont Pass). Quite honestly, the image I have seen of a raised concrete/steel wall that would divide our town in half, is completely and horribly astonishing! As concerned citizens, we plead that you reconsider the route for this railway.

#1 Intensity  
#2 Prop 1A  
#1 Aesthetics  
#2 Different alignment

Sincerely,

Cristy & John Barnes  
360 Claremont Way  
Menlo Park, CA 94025  
650-325-5685

Cristy Barnes  
Managing Director  
Lighthouse Capital Partners®  
3555 Alameda de las Pulgas, Suite 200  
Menlo Park, CA 94025  
Direct: 650-233-1007  
Fax: 650-233-0114  
[www.lcpartners.com](http://www.lcpartners.com)

## Kris Livingston

---

**From:** Susan Basso [bassol@pacbell.net]  
**Sent:** Tuesday, March 10, 2009 9:11 AM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Dear Sirs:

As 40 year residents of the SF Peninsula in Menlo Park, we would hate to see the lovely communities of our area cut in half by either the ground level or elevated high speed trains that are proposed for the trains. Placing the trains underground would be an ideal if prohibitively expensive solution to the problem of slicing our cities in half with walls, barriers, etc. Recently, a viable alternative was suggested in the 3/4/09 edition of the Menlo Park Almanac, a local paper, by Brielle Johnck. She suggested that half the trains stop in San Jose. The remainder could proceed to San Francisco on the tracks that already exist. High speed trains already exist between San Francisco and San Jose. Perhaps we don't even need a new system up the Peninsula when funds are so scarce in Sacramento.

Lawrence and Susan Basso  
Cristy and John Barnes  
Tony Basso  
7 Claremont Place  
Menlo Park, CA 94025

~~#1 Community Separation~~  
~~#2 Elevated~~  
~~#2 Tunnel~~  
~~#3 Alternative coordinate w/ other transit~~  
~~#4 Above BART~~  
~~#2 terminate in SJ~~



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

31,

APR 6 2009

RECEIVED

BY: CA State Zip: 74401

Name (please print): PATRICIA A. BAUMGARTNER

City: SAN MATEO

Title (if applicable):

Phone: 650-342-4023

Fax:

Organization/Business (if applicable):

E-mail:

Address 409 EAST SANTA INEZ AVENUE

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

The California High Speed Rail Project is very unrealistic in a state that is increasingly becoming a third world country.

I'm a senior citizen who has lived 45 years in my home that runs parallel to the train tracks. We appreciate the historical role the train has played in the making of this country.

We would suggest that the train corridor from San Francisco to Redwood City have raised tracks. This would eliminate suicides, accidents, murders. Hopefully, it would also eliminate the displacement of people by way of Eminent Domain. #6 Jemimah Brown

These cities more concerned about aesthetics like Palo Alto and Atherton & Menlo Park could have their properties tunneled or go underground. It would at least bring some concession so the project could move forward.

ISM-14



# Scoping Period Comment Form

San Francisco to San Jose Section

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Meeting Date/Location

February 25 - Millbrae

February 26 - Palo Alto

March 4 - Redwood City

Name (please print):

MARGARET BEHN

City:

MILLBRAE

State:

CA

Zip: 94034

Title (if applicable):

Phone:

650 697-5778

Fax:

Organization/Business (if applicable):

E-mail:

Address: 618 HEMLOCK AVE.

RECEIVED

APR 6 2009

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

BY:

I have been in my house in Millbrae for 57 years and have been happy at this address. If there is some way you can put in Bullet train without removing my house, that would be great. Maybe start in San Jose. They have more open space to work with - It's not fair to have to move after all these years - Sincerely, Margaret Behn

#2 Start  
#3 Bullet train  
#4 Private domain  
#5 Location

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SM 15

## Kris Livingston

From: Kaushik Bhaumik [kbhaumik@hotmail.com]  
Sent: Saturday, April 04, 2009 10:17 AM  
To: HSR Comments  
Cc: council@burlingame.org  
Subject: Comments on the Proposed HSR LA-SF segment through the Northern California Peninsula

To Whom it May Concern

I have serious concerns and reservations regarding the proposed idea of running the San Francisco to Los Angeles leg of the HSR through the Northern California Peninsula, and believe that the segment should only run up to San Jose, and then connect with the existing CalTrain Baby Bullet service to San Francisco.

First of all, in the interest of full disclosure, I voted AGAINST proposition 1A, as I simply don't believe that the proposed SF-LA HSR will do anything to solve and address traffic congestion problems in California. Most of our traffic is in and around the major metro areas, not traffic flowing between northern and southern California. Therefore, providing HSR between these two regions is essentially providing a \$50B solution to a problem that doesn't exist.

That said, I am willing to go along with the Democratic process, though I believe most California voters didn't read the fine print associated with this program, and if they had, this would have been voted down resoundingly in November 2008.

Running the HSR up through the northern California peninsula presents a host of challenges and issues, that I think when contrasted with the marginal time cost savings of having HSR run directly up the Peninsula to SF, simply doesn't make any sense.

1) The Peninsula is a densely populated area, lined with charming communities composed of homes, schools, businesses, etc. It is very similar to the Long Island New York area (where I grew up), where the Long Island Rail Road service bears striking resemblance to CalTrain commuter service. LIRR has resisted high speed rail service for the exact same reasons we should, as it simply is unsafe and unwise to have 200 mph trains running above ground, directly through dense communities, regardless of grade separation safeguards taken. In other cities in the world, where HSR exists (Paris, Tokyo), the train service burrows underground as it approaches the densely populated areas. It doesn't run at full speed through the cities and surrounding suburban communities. It only runs full speed in the countryside, above ground.

2) Running HSR rail underground through the Peninsula simply is unaffordable and impractical- so it is not an option. At a possible cost of \$1B/mile, the cost of the entire HSR rail program would rival the US Defense Department budget. Also, years of construction of delays, traffic and tunneling will destroy the communities and lifestyle of the Peninsula.

3) Specifically for my town of Burlingame, there aren't four parallel tracks running in significant paths of CalTrain service in Burlingame (a requirement for HSR), hence some eminent domain would be necessary to create adequate rights of way. This would likely lead to the destruction of the Burlingame and Broadway stations (which were recently renovated at significant cost to the taxpayer, and are historical landmarks). Furthermore, right near the Burlingame station, there are a number of east-west cross streets (Bayswater, Howard, Burlingame Ave, Oak Grove Ave, Broadway), where grade-separation is likely not possible given the space limitations and simple geometry. Some of these cross streets will likely need to be closed off, leading to increased traffic congestion between the eastern communities of Burlingame, Oak Grove Manor and Burlingame Terrace and the western communities of Hillsborough and Easton Addition. Lastly, Burlingame High School, one of the finest high schools in the nation, is 100 yards from the Caltrain tracks. I can't imagine the impact of the construction and actual operation of HSR will have on the students and school.

6  
EMINENT DOMAIN  
ACQUIRING RON  
1  
TRAFFIC CULTURAL CONSTRUCTION OPERATION  
3  
CONSIDERATION OF EXISTING FACILITIES

4) Most of the people who might possibly utilize the SF-LA HSR segment live up and down the Peninsula. Therefore, utilizing the existing CalTrain Baby bullet service to feed a HSR depot in San Jose, would be a much better economical use of existing assets and would actually give HSR the real promise of coming in within budget, since it will only have to be constructed from San Jose to LA. In this era where California can no longer pay its bills, this economical solution CANNOT be ignored. It would be fiduciary IR-responsibility.

3  
TRANSFER BTTW SYSTEMS  
2  
TERMINATE SJ  
5  
CONSTRUCTION COST

I hope that the HSR commission takes my comments, along with that of my fellow citizens seriously and earnestly, in assessing whether HSR service directly up the Peninsula makes sense. I have copied members of the Burlingame City Council on this note, in the hopes that they will join the recently-formed coalition of Peninsula cities to oppose the HSR through the peninsula. Burlingame recently celebrated its 100<sup>th</sup> anniversary as a wonderful city to live. It would be a travesty to come to the 125<sup>th</sup> anniversary and find that the Burlingame and Peninsula that we love and enjoy is no more, because of HSR.

11  
CONCLUSION

Thank You,

Kaushik Bhaumik, Ph.D.

Burlingame, California

[kbhaumik@hotmail.com](mailto:kbhaumik@hotmail.com)

Rediscover Hotmail®: Now available on your iPhone or BlackBerry [Check it out.](#)

**Kris Livingston**

---

**From:** Aline Bier [alibier@rcn.com]  
**Sent:** Sunday, April 05, 2009 5:07 PM  
**To:** HSR Comments  
**Subject:** high speed rail through Burlingame, Ca.

It is not clear from the enclosed proposal exactly where a high speed rail would be located as it runs through Burlingame.

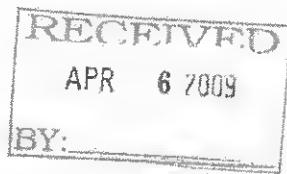
Is it along-side the existing tracks? On which side of the existing tracks? Will it be located in place of existing tracks? Elevated? Below ground level?

I live three short blocks west of the existing tracks. These issues are important to my quality of life.

Thank you,  
Aline Bier

#10  
project  
description  
#7 g info  
request

April 3, 2009



Mr. Dan Leavitt  
Deputy Director  
Attn: San Francisco to San Jose, Calif. High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, Ca. 95814

Mr. David Valenstein  
Environmental Program Manager  
Office of Railroad Development, Federal Railroad Administration  
1200 New Jersey Ave. SE  
Washington, DC 20590

Re: San Francisco – San Jose High Speed Rail (Project HSR)

Gentlemen:

In connection with the EIR/EIS on above referenced property, I am writing this letter to comment as a realtor in the Menlo Park area.

The basic idea of the HSR is a good one. However, the impact of an above ground rail is very unacceptable. It must be tunneled in order to preserve the community, property values and quality of life of those living near the Caltrans corridor. I believe the visual blight, the noise, vibrations, loss of privacy and light pollution will be devastating to the thousands of families whose homes are near the projected HSR. Under grounding is the only way that this problem can be solved.

Sincerely,

*Bonnie Biorn*

Bonnie Biorn

#1  
#2 tunnel  
#1 aesthetic  
#1 noise  
#1 property right  
#1 air quality

ALAIN PINEL

REATIONS

1550 El Camino Real Ste. 100  
Menlo Park, CA 94025



Mr. Dan Lennett

Deputy Director  
Alain Pinel San Jose HSR

925 L. Street, 5. 1425

SACRAMENTO, CA 95814

## Kris Livingston

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:16 PM  
**To:** Kris Livingston  
**Subject:** FW: Message from KMBT\_501//San Francisco-San Jose Speed Rail ("Project")("HSR")  
**Attachments:** SKMBT\_50109040614030.pdf; ATT1555563.htm

---

**From:** Robert Biorn [mailto:rbior@csbslaw.com]  
**Sent:** Monday, April 06, 2009 3:24 PM  
**To:** HSR Comments  
**Subject:** Fwd: Message from KMBT\_501//San Francisco-San Jose Speed Rail ("Project")("HSR")

I would like to adopt as my own the comments of my neighbor Don Gralnek in his well written letter, attached. I would also like to urge active participation with all interested citizens along the corridor in an effort to actually achieve what appears to me to be a great concept with a flawed execution plan. Most of us support the vision of High Speed Rail but the entire Peninsula community will be adversely impacted by the present plan and the concerns of the community must be addressed or the entire project will be threatened. Let's do this right and actually get it done. Thank you, Robert Biorn.

Begin forwarded message:

**From:** scanner@roskoph.com  
**Date:** April 6, 2009 3:03:33 PM PDT  
**To:** [rbior@csbslaw.com](mailto:rbior@csbslaw.com)  
**Subject:** Message from KMBT\_501  
**Reply-To:** [scanner@roskoph.com](mailto:scanner@roskoph.com)

#8 support project  
#9 oppose design  
#1 community impacts  
#6 community acceptance  
#7 regular community meetings



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

February 25 - Millbrae

February 26 - Palo Alto

March 4 - Redwood City

Name (please print): RHADÉKIND BOU-SALMANI City: MILLBRAE State: CA Zip: 94030

Title (if applicable): PROPERTY OWNERS Phone: 650 691-2826 Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_ E-mail: RHSALMAN@ATT.NET

Address: 569 HEMLOCK AVENUE

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

WE are very concerned about the  
value <sup>1</sup> <sub>6</sub> of our property  
of life in our  
area . . .

6  
PROPERTY  
VALUE  
1  
Community  
Impacts

MAR 11 2009

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

**Fold and Tape Completely Before Mailing**

I-SM

20

## Kris Livingston

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:37 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST

**From:** bradford betsy [mailto:betsybradford@yahoo.com]

**Sent:** Wednesday, March 04, 2009 9:24 AM

**To:** HSR Comments

**Subject:** San Francisco to San Jose HST

Hello HSR Authority...

I am not opposed to the proposed hsr.

I just don't think we need the hsr on the already congested SF Peninsula. Peninsula people can take Caltrain (there is a fast bullet train that makes very few stops) to San Jose or Gilroy, and the hsr can start there on its journey to SoCal.

Caltrain is so good...Lets work it into the the new system insted of disturbing an already efficient way to travel.

Thank you,

Betsy Bradford, a concerned Peninsula resident.

#2  
Terminate  
in San Jose  
#1 traffic &  
circulation



San Francisco to San Jose HST

Wednesday, March 4, 2009 9:24 AM

From: "bradford betsy" <betsybradford@yahoo.com>  
To: comments@hsr.ca.gov

ATTN: DAN LEAVITT

Hello HSR Authority...

I am not opposed to the proposed hsr.

I just don't think we need the hsr on the already congested SF Peninsula. Peninsula people can take Caltrain (there is a fast bullet train that makes very few stops) to San Jose or Gilroy, and the hsr can start there on its journey to SoCal.

Caltrain is so good...Lets work it into the the new system insted of disturbing an already efficient way to travel.

Thank you,

Betsy Bradford, a concerned Peninsula resident.

#2  
alt  
route

MAR 9 2009

Mrs. Betsy Bradford  
29 Nora Way  
Atherton, CA 94027

SAN FRANCISCO CA 941  
05 MAR 2009 PM 8 2



Dan Leavitt, Deputy Director  
ATTN: SF to SJ HST Project, EIR/EIS  
925 L St. Suite 1425  
Sacramento, CA 95814

35214/37

## Dan Gallagher

**From:** Dan Leavitt  
**Sent:** Friday, January 16, 2009 8:03 AM  
**To:** HSR Comments  
**Subject:** FW: San Francisco to San Jose HST

**From:** Murphy, Cynthia [mailto:CMurphy@rmkb.com]  
**Sent:** Wednesday, January 14, 2009 1:41 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

I live in the City of Menlo Park. This project will have severe environmental impact on my city, and I provide the following comments:

### INTER-RELATIONSHIP OF THE PACHECO-ALTAMONT PASS ISSUE:

When the Pacheco Pass route was approved, the major issue of the Union Pacific controversy was unknown. Union Pacific has now announced that in the San Jose to Gilroy area, it will not allow HSRA to use its right-of-way. Largely for safety reasons – freight and HSR should not use same right-of-way – a concern triggered by the 25 deaths in Southern California earlier this year in a collision between a freight train and a commuter line. This very well could prevent HSR from being built from San Jose to Gilroy and that connection is essential in order for the Pacheco Pass route to be used. This issue is a serious one, is the subject of a pending lawsuit, and should be continually studied by the Authority.

There is an important inter-relationship between this issue and the San Jose to San Francisco corridor issue. If the Altamont route is ultimately chosen, fully one-half of the San Jose to San Francisco corridor will not be impacted by high speed rail. If Altamont is used, HSR enters the San Francisco Peninsula in Redwood City and Redwood City is exactly halfway between San Jose and San Francisco. This means that the right-of-way between San Jose and Redwood City would not be impacted by HSR. This would result in huge savings in expenses, land eminent domain, not to mention the inevitable disruption of traffic in the cities located between Redwood City and San Jose. Even HSRA estimates that the project will take at least five years, and this will result in serious noise pollution, dust, disruption of businesses, traffic pollution (congestion, etc.)

Therefore, there is a huge advantage to choosing Altamont, because only half the densely populated corridor will be impacted.

### DIRECT IMPACT ON THE PENINSULA IF SAN JOSE – SAN FRANCISCO CORRIDOR IS BUILT:

Trees: HSRA gave early estimates that more than 1,000 large, mature trees would have to be removed in the cities of Atherton, Menlo Park, Palo Alto and Mountain View. This will result in incalculable environmental damage and loss of aesthetics for these cities. The train corridor goes through the oldest and most historic parts of the cities, and the trees in those locations are the oldest and the largest.

Disruption and Pollution: I work in Redwood City. When the Jefferson Avenue overpass was constructed several years ago, it took more than five years, cut off the city and caused serious disruption. High speed rail in our immediate area will result in the closure of important arteries in Menlo Park and Atherton and loss of access to residences and businesses. This will concentrate traffic in very limited areas, resulting in much

#1 Safety  
#3 freight

#2 Alt route  
#6 costs  
#6 eminent domain  
#1 Traffic

#1 biological resources

#1 circulation  
#6 access to private property

more pollution from standing and running vehicles waiting to go east or west across tracks. The mercantile business will be seriously disrupted as well.

Tunneling as an alternative: When the train leaves Palo Alto, underground tunneling should be seriously considered going all the way through Menlo Park and Atherton and portions of Palo Alto. This will result in much less disruption (including to CalTrain service itself), together with savings on land condemnation expenses. It is my understanding that tunneling would provide tracks both for HSR and CalTrain and freight trains, and this would permit environmentally attractive park areas to be created on top of the existing tracks. This alternative should be seriously considered, and perhaps much of the opposition in Menlo Park, Atherton and Palo Alto would be mollified if this alternative were utilized. This would be much more environmentally sound than an above ground project.

Very truly yours,

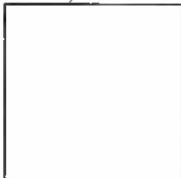
Michael J. Brady

**Cynthia Murphy**  
**Ropers, Majeski, Kohn & Bentley**

1001 Marshall Street, Suite 300 • Redwood City • CA • 94063-2052



Office (650) 364-8200



Direct (650) 780-1655

Fax. (650) 780-1701  Email: [cmurphy@rmkb.com](mailto:cmurphy@rmkb.com)  
Web Site: [www.rmbk.com](http://www.rmbk.com)



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#1 air quality  
#2 underground  
#6 eminent domain  
#3 coordination

REDWOOD CITY | 1001 Marshall Street  
Los Angeles | Suite 300  
New York | Redwood City, CA 94063-2052  
San Francisco | Telephone (650) 364-8200  
San Jose | Facsimile (650) 780-1701  
Boston | www.rmbk.com

Michael J. Brady  
(650) 780-1724



mbrady@rmkb.com

January 14, 2009

Mr. Dan Levitt, Deputy Director  
Attn: San Francisco to San Jose,  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Rc: San Francisco to San Jose HST

*duplicate ab  
I-SM. 022*

Dear Mr. Levitt:

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Mr. Dan Levitt, Deputy Director  
January 14, 2009

Page 2

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Tunneling as an alternative: When the train leaves Palo Alto, underground tunneling should be seriously considered going all the way through Menlo Park and Atherton and portions of Palo Alto. This will result in much less disruption (including to CalTrain service itself), together with savings on land condemnation expenses. It is my understanding that tunneling would provide tracks both for HSR and CalTrain and freight trains, and this would permit environmentally attractive park areas to be created on top of the existing tracks. This alternative should be seriously considered, and perhaps much of the opposition in Menlo Park, Atherton and Palo Alto would be mollified if this alternative were utilized. This would be much more environmentally sound than an above ground project.

Very truly yours.

A handwritten signature in cursive ink that reads "Michael J. Brady".

Michael J. Brady

MJB/cm

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SAN JOSE | 50 W. San Fernando Street  
Los Angeles | Suite 1400  
New York | San Jose, CA 95113  
San Francisco | Telephone (408) 287-6262  
Redwood City | Facsimile (408) 918-4501



## FACSIMILE TRANSMISSION

DATE: April 6, 2009

To:

NAME	FAX NO.	PHONE NO.
Mr. Dan Levitt Deputy Director California High-Speed Rail Authority	916-322-0827	

FROM:	Michael J. Brady	PHONE:	(650) 780-1724
RE:	HSRA		
SENT BY:	Michelle	PHONE:	(408) 287-6262

NUMBER OF PAGES, INCLUDING COVER:	5	Original to Follows: No
-----------------------------------	---	-------------------------

MESSAGE:

Please see the attached letter dated April 6, 2009.

] #11 Info

THE DOCUMENTS ACCOMPANYING THIS FACSIMILE TRANSMISSION CONTAIN INFORMATION FROM THE LAW FIRM OF ROBERS, MAJESKI, KOHN & BENTLEY WHICH IS CONFIDENTIAL OR PRIVILEGED. THE INFORMATION IS INTENDED TO BE FOR THE USE OF THE INDIVIDUAL OR ENTITY NAMED ON THIS TRANSMISSION SHEET. IF YOU ARE NOT THE INTENDED RECIPIENT, BE AWARE THAT ANY DISCLOSURE, COPYING, DISTRIBUTION OR USE OF THE CONTENTS OF THIS FACSIMILE INFORMATION IS PROHIBITED. IF YOU HAVE RECEIVED THIS FACSIMILE IN ERROR, PLEASE NOTIFY US BY TELEPHONE IMMEDIATELY SO THAT WE CAN ARRANGE FOR THE RETRIEVAL OF THE ORIGINAL DOCUMENTS AT NO COST TO YOU.

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Telephone (650) 364-8200  
Facsimile (650) 780-1701  
www.rmkb.com

Michael J. Brady  
1650) 780-1724



mbrady@rmkb.com

April 6, 2009

**Via Facsimile**

Mr. Dan Levitt  
Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Levitt:

Please include the attached letter in the EIR file for HSRA; it focuses on the numerous issues facing HRSA in obtaining permission to run the line from San Jose to San Francisco.

7411 Pinto

Very truly yours,

Michael J. Brady

MJB/cc  
Enclosure

REDWOOD CITY | 1001 Marshall Street  
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San Francisco | Telephone (650) 364-8200  
San Jose | Facsimile (650) 780-1701  
Boston | www.rmkb.com

Michael J. Brady  
(650) 780-1724



mbrady@rmkb.com

April 6, 2009

Mr. Jerry Wilmarth, General Manager  
Networkinfrastructure  
Union Pacific Railway  
10031 Foothills Blvd.  
Roseville, CA 95747

Dear Jerry:

I last corresponded with you March 30<sup>th</sup> and sent you various documents, including a legal memorandum which an attorney colleague of mine did which I think indicates that Union Pacific has very important rights concerning the San Jose to San Francisco corridor, and these rights are based upon the 1991 "trackage agreement" that you have with the Joint Powers Board.

Several of us here on the Peninsula attended a meeting at the San Jose Board of Supervisors Chambers on Thursday morning, April 2<sup>nd</sup>. The reason we went to the meeting was because on the agenda was a "Memorandum of Understanding" (MOU) that the Joint Powers Board was seeking approval of, with that Memorandum to be between the Joint Powers Board and the California High Speed Rail Authority (the Authority).

Having reviewed the trackage agreement, during the public comments section, I challenged the right of the JPB to be entering into any such MOU with the Authority. My position is that virtually nothing can be done in the way of construction or even arranging for construction on the San Francisco to San Jose corridor without Union Pacific's express consent. As I reviewed the trackage agreement, the JPB is powerless to do anything along those lines unless you agree, since the trackage agreement gives you extensive control over anything having to do with the provision of additional "inter city passenger train service" (which is exactly what High Speed Rail is).

The attorney with the JPB (whose first name is David) after the public comments, remarked on my "challenge" to their authority to be doing this. He first represented that this was simply an agreement to cooperate and engage in further "outreach" on the subject of High Speed Rail and was really not in the nature of anything that would require Union Pacific's consent. He also indicated that he had been in touch with you and that "negotiations" were ongoing. He did not represent that you had expressly consented to JPB's entering into the MOU.

After the public comments, the JPB did approve the MOU.

Jerry Wilmarth  
April 6, 2009

Page 2

GENERAL AND ADDITIONAL COMMENTS ON YOUR TRACKAGE  
AGREEMENT OF 1991:

Prior to the hearing I again reviewed the 1991 Trackage Agreement. As I previously indicated, I think this creates unusually strong rights in Union Pacific, especially so since you no longer are the actual owner of the land constituting the right of way (that was sold to JPB in 1991 by your predecessor, Southern Pacific, to whose rights you succeeded). #9 Places  
#3 Freight  
ANALYSIS

I note with particular interest that you have perpetual and exclusive control over not only freight service but "inter city passenger service" which is defined to exclude commuter lines. The commuter line in existence at the time (1991) was of course Cal Train, and therefore your exclusion of Cal Train commuter service would indicate that you were intending to exercise your control over any new passenger service provided, and High Speed Rail would fall directly within that category.

Therefore my opinion is that under the Trackage Agreement, Union Pacific not only has the right to decide who can provide any additional inter city passenger service, but whether it is to be provided at all.

Next, it seems clear to me that Union Pacific has virtually complete control over any construction rights or construction activity. The contract makes clear that the Joint Powers Board (which does own the land right of way) can undertake no construction activities or arrange for any such construction activities unless Union Pacific expressly consents. This was one of my concerns regarding the MOU, although their attorney may be correct that this is some sort of innocuous "pre contract" type document that is not worth fighting over.

Finally, I note that the contract expressly says that the JPB can make no disposition of the land unless Union Pacific consents; I interpret this to mean that JPB is precluded from making private arrangements for use of the right of way or alteration of the right of way, unless Union Pacific consents.

SAFETY:

This of course has been of paramount concern to Union Pacific. I believe that your letter to the Authority that they would not be permitted to use the right of way from San Jose to Gilroy predicated the terrible Southern California accident in which twenty eight people died and which involved your worst fear - a collision between a freight train and a commuter train. It is obvious to me that your concerns for public safety are right on the mark when you indicate that too many dangers would exist if freight trains and high speed rail trains operate in close proximity. When you take those concerns and fasten them upon the San Jose to San Francisco rail corridor, it will be impossible to avoid having freight trains and high speed rail trains operating in close

#1 Safety  
#3 Freight



Jerry Wilmarth  
April 6, 2009

Page 3

proximity. And, in my opinion, it makes no difference that the trains may run at different times of the day, since high speed rail plans to elevate its train on piers or towers, posing incredible risks of collapse, with resulting property damage and even loss of life of people living in close proximity (which is true up and down the peninsula). The ramifications of such a massive accident, causing the collapse of towers or piers and walls and track makes the scenario much more terrible than a normal freight derailment at grade level. Such an incident would probably close the entire corridor for weeks or months, and therefore have a devastating effect upon your own freight operations.

# Elevated tracks

I do not receive the impression that the Authority has a great deal of regard for your concerns, although they "mouth" the line that they are in "constant negotiations" etc., with you and do the usual spin of saying that everyone is cooperating and that things will work out.

# 9 Pn Cuss

In my opinion the Authority must be watched closely. Their history of dealing with the Legislature has been very sketchy, and the most recent version of their business plan was condemned by the Legislative Analyst Office (LAO) in Sacramento who said that it was woefully inadequate and that even more statutes needed to be passed for the Legislature for oversight of the Authority.

Their Business Plan, which was in existence before the November 4<sup>th</sup> election was also a disgrace as far as details, accuracy, and credibility.

I understand from the JPB attorney that you use an attorney by the name of Jeff Asay. I would appreciate your passing this information to him, along with the previous information that I sent to you, and I would welcome an opportunity to talk to Mr. Asay if that is all right with you. If you would be kind enough to provide me with his address I can copy him on any future correspondence.

Best regards,

A handwritten signature in black ink that reads "Michael J. Brady". The signature is fluid and cursive, with "Michael J." on the left and "Brady" on the right.

Michael J. Brady

MJB/cc

## Kris Livingston

From: Adrian Brandt [adrian.brandt@gmail.com]  
Sent: Friday, April 03, 2009 4:01 PM  
To: HSR Comments  
Subject: San Francisco to San Jose HSR design scoping comments

Dear Sirs,

While the specter of elevated tracks on berms featuring "Berlin Walls" are currently proving particularly unpopular with numerous concerned and fearful Peninsula residents, I suspect that they will be unavoidably required along numerous parts of the HSR system.

My comment regarding the use of climbing vines to discourage/mitigate graffiti is very simple:

Please ensure that as many vertical surfaces as possible -- walls in particular -- are accompanied by plantings which will quickly and completely keep them covered with a dense living carpet of vines and leaves. Not only does this greatly soften bare and hard walls with a far more aesthetically-pleasing leafy look -- it most importantly serves as a wonderful and natural graffiti deterrent.

Bare walls and other naked vertical surfaces tend to attract graffiti, which is, over time, very costly to police and remove and imposes an ongoing and terrible psychological and behavioral cost on the community that must constantly endure the unwelcome sight of it. Whereas walls covered in appropriate and dense climbing vines are essentially immune to graffiti vandalism.

I have yet to see where vandals first removed vines and plantings in order to obtain a clean enough canvass to "throw up" their tags.

My other comment is that in downtowns and station areas where the tracks are elevated, I urge that the track bed and platforms be supported on a viaduct structure supported by widely spaced columns which create large open areas with good sight-lines underneath the elevated tracks and/or station platforms.

Also investigate if in these areas, as much as is possible, you could leave a "sunshine gap" of perhaps 4 to 8 feet between the middle two tracks in four-track areas in order to open up and lighten the area underneath with natural sunlight. Thus breaking up and ameliorating the dark cave-like tunnel-effect underneath the viaduct. Of course, this is tantamount to having two separate parallel 2-track viaducts -- but you could still have cross-bracing members between them (if structurally desirable) and track cross-overs wherever operationally necessary.

Further, wherever possible -- but particularly in elevated areas -- I urge you to avoid using the aesthetically obtrusive headspan-style catenary support structures. They make for a lot of unnecessary and unsightly visual clutter in the air. Where sound walls are called for, rather than opaque and obtrusive sound walls which only heighten the barrier-effect of elevated structures for surrounding neighborhoods and communities, I suggest you use far more aesthetically-pleasing clear plate-glass sound barriers as are used along parts of other HSR rights of way around the world.

Station platform heights for Caltrain and HSR must be the same and provide level roll-on, roll-off boarding for both Caltrain and HSR.

This obviously requires some advance planning and research regarding rolling stock for both services -- but value of the long term operational flexibility and platform-sharing capability that this allows should not be underestimated. Particularly for the shared stations where platform space may be at premium or during exception cases where a track, train or platform must be taken out of service.

#3, #2  
Shared  
track(s)  
platform

Lastly, I favor a track layout in which HSR runs on the outer 2 tracks and Caltrain runs on the center two tracks with single-platform center-island stations. I feel single-platform Caltrain-only stations are superior in numerous ways. You have shared platform infrastructure (e.g. ticket machines, validators, lighting, signage, benches, shelters, security cameras, elevators/escalators, wheelchair ramps/lifts, etc.) for cost savings. Also, riders cannot accidentally be caught or isolated on the "wrong" platform away from the others since both north and southbound tracks are served by the same center platform. This is particularly important late at night or when trains are being single-tracked and forced to run on the opposite track. Additionally, riders that have accidentally (or purposely -- in order to "back-ride") overshot their destination station can easily transfer to a train going back the other way by merely walking across the platform.

#2  
tracks

#3  
Shared  
track(s)  
platform  
#2  
platform

Thank you for this opportunity to comment.

Adrian Brandt  
257 Grand St.  
Redwood City, CA 94062

**Kris Livingston**

---

**From:** Dianna Branning [dianna.branning@sbcglobal.net]  
**Sent:** Thursday, March 12, 2009 2:47 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

I am a resident of Menlo Park very concerned about the impact of High Speed Train going through our community!

Please consider the alternative route purposed which will be a much prefered plan for all!

Thank you!

Dianna Branning

} #1 Intro  
} #2 Alternative  
route

## Kris Livingston

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:40 PM  
**To:** Kris Livingston  
**Subject:** FW: No High Speed Rail Through Palo Alto!

-----Original Message-----

From: galen [mailto:denzen@umich.edu]  
Sent: Monday, March 02, 2009 2:28 PM  
To: bristor@yahoo.com  
Cc: galen  
Subject: Re: No High Speed Rail Through Palo Alto!

Thanks Dave! Please send your comments to: [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov) . In the subject line put:

#11 info

All the best -- galen

Dave Bristor wrote:

>If you need more fodder for the fight, consider this: a rail project provides a large number of single points of failure. Just destroy the tracks in one place, and it's days (weeks?) until the train runs again. "destroy" could be accidental or purposeful. If the destruction is repeated in many places, it non-linearly increases the repair time by a factor greater than the number of locations, due to limited resources (such as people knowledgeable to effect repairs).

#1 safety  
& security

>  
>Contrast that with airlines: Destruction of any one airplane does not affect the system as a whole. Ditto for any single airport, and the likelihood of completely destroying a single airport is probably negligible. Ditto for any given VFR. Etc.

#1 traffic  
& circulation

>  
>Consider too what will happen if any terrorist or violence-espousing group sabotages the tracks: thereafter, all passengers (and hopefully baggage, etc.) will face scrutiny equal to (if not greater than) that encountered at airports today, likely removing any benefit to reduced travel time (if there ever even was one).

>  
>Good luck in the fight, though IMHO your language is too abrasive and unlikely to win over many and its smacks of NIMBY-ism. A shorter letter seems more likely to be published in the newspaper (at least, from what I see in reading newspapers).

>  
>If there is anyone in particular to whom I can send my comments above please advise (though I live in Menlo Park, which may or may not make a difference). Please feel free to pass them on.

>  
> Dave  
>  
>  
>

## Kris Livingston

---

From: HSR Comments  
Sent: Thursday, March 05, 2009 2:38 PM  
To: Kris Livingston  
Subject: FW: San Francisco to San Jose HSR

-----Original Message-----

From: Dave Bristor [mailto:[bristor@yahoo.com](mailto:bristor@yahoo.com)]  
Sent: Tuesday, March 03, 2009 7:51 AM  
To: HSR Comments  
Subject: San Francisco to San Jose HSR

The high speed rail project is a bad idea to begin with. Please do not build it. I am #9 opposition opposed to it being built.

Consider this: a rail project provides a large number of single points of failure. Just destroy the tracks in one place, and it's days

(weeks?) until the train runs again. "destroy" could be accidental or purposeful. If the destruction is repeated in many places, it non-linearly increases the repair time by a factor greater than the number of locations, due to limited resources (such as people knowledgeable to effect repairs).

Contrast that with airlines: Destruction of any one airplane does not affect the system as a whole. Ditto for any single airport, and the likelihood of completely destroying a single airport is probably negligible. Ditto for any given VFR. Etc.

Consider too what will happen if any terrorist or violence-espousing group sabotages the tracks: thereafter, all passengers (and hopefully baggage, etc.) will face scrutiny equal to (if not greater than) that encountered at airports today, likely removing any benefit to reduced travel time (if there ever even was one).

Sincerely,

David M Bristor  
454 Falk Ct.  
Menlo Park, CA 94025

#1 Safety & Security

#2 Traffic & Circulation

## Kris Livingston

From: Alan Bushell [bushells@mindspring.com]  
Sent: Monday, April 06, 2009 9:33 AM  
To: HSR Comments  
Subject: "San Francisco to San Jose HST"

To:  
Mr. Dan Leavitt,  
Deputy Director,  
California High-Speed Rail Authority,  
925 L Street, Suite 1425,  
Sacramento, CA 95814

Kindly note my concerns regarding the proposed routing and operation of the San Francisco to San Jose High Speed Train along the existing Caltrain right of way.

1. Location and construction of a 4 rail right of way (no matter whether elevated, buried or on grade with under/overpasses) will, both physically and operationally, significantly divide and reduce the cohesiveness of communities that are of vital importance to the vibrancy of Silicon Valley as the seedbed of new technology business creation. The long term impact on the tax base of California and the Peninsula cities could be severely impacted as such new businesses may be more desirably located elsewhere. #1  
comm  
impacts
2. The condemnation to secure the necessary right of way, together with the construction and operation of such a routing will be extremely environmentally damaging. #5  
economic  
comm.  
impacts
3. The disruptive nature of all that such a project entails will have a severe negative impact on many of the existing small businesses in the communities proximate to the routing. Many of these businesses could be driven to bankruptcy before the construction phase of such a project is completed. The cities can ill afford the loss of tax revenues generated by these businesses and the residents will be deprived of the services that they provide. #6  
eminent  
domain
4. The number of reduced vehicle trips anticipated by the choice of the Pacheco Pass routing is only 25% to 33% of what was anticipated for the alternate Altamont Pass routing. Environmental demands of the twenty first century would speak strongly to selecting the Altamont Pass routing over the Pacheco Pass alternative. #7  
transparency  
#2  
Alt route
5. There is to my mind no justifiable evidence that the proposed High Speed Train can be operated on an economically viable self supporting basis. We should on no account be encumbering future generations with the financial burden of subsidizing a public works project that meets the political aspirations of a few members of this current generation. #5  
profitability

There are many other arguments that speak against the ill advised commitment to this project but in the interests of time I will try to avoid repeating what I believe has already been brought to your attention.

Sincerely,

Alan H. Bushell  
137 Stone Pine Lane  
Menlo Park, CA 94025-3050  
[bushells@mindspring.com](mailto:bushells@mindspring.com)  
Phone: 1-650-327 0324



4 April 2009

Mr. Dan Leavitt  
California High Speed Rail Authority  
Attn: California High Speed Train  
Bay Area High Speed Rail EIR/EIS Notice of Preparation  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt,

We are writing to express our disillusionment and frustration regarding choices made, and in particular, the process followed regarding HSR on the peninsula. The ugly facts had been intentionally kept from us, the Californians who would be asked to vote on this issue. We have been deceived. Now that Pacheco, the least effective alignment has been chosen, and the first of the dollars approved, those of us with common sense must offer our suggestions to make this impending disaster less devastating.

There are only two options.

The choice which makes the most sense is to have the HST stop in San Jose, and transfer passengers to the existing Baby Bullet for the remainder of their ride. It travels at a slower speed, but then again the HST will have to slow down on the peninsula as well. This results in a win-win situation for all, except for, of course Mr. Diridon and Mr. Kopp. No need to say more.

Option #2 is to run the HST below grade through the majority of the peninsula. If it has been done elsewhere in the USA and other countries, it can be done here.

Let's do this the right way, not the way of a few greedy politicians.

Respectfully,

*Barry Calvarese* *Lynne M Calvarese*

Barry and Lynne Calvarese  
463 Claremont Way  
Menlo Park, CA 94025

## Kris Livingston

From: Lynne Calvarese [abruzzia@pacbell.net]  
Sent: Saturday, April 04, 2009 10:59 AM  
To: HSR Comments  
Subject: San Francisco to San Jose HST

Dear Mr. Leavitt,

We are writing to express our disillusionment and frustration regarding choices made, and in particular, the process followed regarding HSR on the peninsula. The ugly facts had been intentionally kept from us, the Californians who would be asked to vote on this issue. We have been deceived. Now that Pacheco, the least effective alignment has been chosen, and the first of the dollars approved, those of us with common sense must offer our suggestions to make this impending disaster less devastating.

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Option #2 is to run the HST below grade through the majority of the peninsula. If it has been done elsewhere in the USA and other countries, it can be done here.

Let's do this the right way, not the way of a few greedy politicians.

Respectfully,

Barry and Lynne Calvarese  
463 Claremont Way  
Menlo Park, CA 94025

#7 misleading

2  
DIFF. ALT

1 9  
PROCESS/  
PLANNING  
1  
TRANSPARENCY

2  
TERMINATE SJ  
3  
TRANSFER  
BTWN SYSTEMS  
TRAIN SPEED  
2  
UNDER-  
GROUND  
TRACKS



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print): Jocelynne Castillo

City: SAN MATEO

State: CA Zip: 94401

Title (if applicable):

Phone: (650) 340-8272

Fax:

Organization/Business (if applicable): Homeowner

E-mail: in anonymityforall@hotmail.com

Address 320 Peninsula Ave, UNIT #208

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Condo unit is very close to the Rail Road Track, if these units are not acquired in this project, Noise control ie: vibration noise from the train should be considered to decrease the vibration from the Fast Track Train.

1  
NOISE  
Vibration

6

PROP  
ACQUISITION

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

**Fold and Tape Before Mailing**

I-SM 32

Kris Livingston

From: susan castner-paine [castnerpaine@yahoo.com]  
Sent: Monday, April 06, 2009 11:36 AM  
To: HSR Comments  
Subject: California high speed rail

#1 EJ community separation  
#1 construction impacts  
#1 noise  
#1 AQ  
#1 biological resources  
#1 traffic & circulation

I am very concerned about the decision to bring high speed rail up along the San Francisco peninsula. I have attended a number of the Caltrans informational meetings, and do not recall having been given a vote in whether or not we want to subject peninsula communities to the construction disruption, ongoing operational sound and particulate pollution, destruction of wetlands, traffic disruption and the absolute cleaving of our communities into separate east and west sections. Have we learned nothing from the horribly divisive impact of the Embarcadero freeway in San Francisco or the Cypress freeway in Oakland which separated community from community, dispoiled the natural beauty surrounding us or our visual access to it?

I oppose the routing of high speed rail up the peninsula. I do truly believe that service should either terminate in San Jose, or be routed through Altamont to Oakland. But we are not given that choice.

If the current plans do not include undergrounding or below-grading, I believe the uproar of opposition to the plan on the peninsula will provoke very expensive if not insurmountable burden.

Respectfully,

Susan Castner-Paine  
Burlingame, California

#1 EJ community separation  
#1 Aesthetics  
#1 biological resources  
#1 traffic & circulation  
#2 terminate in San Jose  
#2 Alt. alignment  
#2 underground

## Kris Livingston

---

From: tchafee [tchafee@rcn.com]  
Sent: Monday, April 06, 2009 4:38 AM  
To: HSR Comments  
Subject: from Burlingame

RE: High speed rail.

Forget about it

Nobody that uses public transit pays what it costs as it is now ,not to mention its lack of significance with regard to the number of people who will use it.

Also the rise in crime with any stops in the vicinity. Anyone who lives around here will tell you that BART's incursion into Millbrae for example has seen crime on the rise .

#5 profitability  
#1 safety



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

**Meeting Date/Location**

January 22 - San Mateo County     January 27 - San Francisco County     January 29 - Santa Clara County

Name (please print): Duane Champion City: Menlo Park State: CA Zip: 94025

Title (if applicable): \_\_\_\_\_ Phone: (650) 321-1525 Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_ E-mail: dchamp@usgs.gov

Address 501 Oak Grove Avenue

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

The mass transit corridor we have up the Peninsula is an incredible asset that we need to preserve and enhance. This has to mean more tracks, faster trains, and complete grade separation. It also has to mean some changes in infrastructure (buildings, houses, trees) will occur. Minimizing this, while construction goes on, and passenger service, and freight service are preserved will be difficult. Avoiding the "Big Dig" morass that afflicted Boston should be an acute goal.

I live 100 yds from the Menlo Park station. My personal concerns revolve around preservation of local (Caltrain) service, during and after construction, and grade separation. During an aborted grade separation process about 5 years ago in Menlo Park, I discovered a commercial-business generated plan to separate Oak Grove Avenue from the train alignment that involved the condemnation of > \$5M of residential and commercial property, including my 115 year old historic home. This plan was presented to the Planning Commission and the City Council, but the condemnations were only alluded to in footnotes on certain figures presented. The competition between forces in the local community, tuned loose by the HSR process, need to be monitored!

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

## Kris Livingston

From: Cheyette, Ben [bc@lppi.ucsf.edu]  
Sent: Sunday, April 05, 2009 5:00 PM  
To: HSR Comments  
Subject: high speed rail, burlingame

I reside about a block away from the tracks, about 1 mile south of the Millbrae station, north of the Broadway station.

You need to make sure that there is mitigation to ensure that there is not added noise and/or vibration from these trains. Putting them below grade would be best. All the tracks (both for high-speed rail and the existing tracks for normal commuter rail and freight) should have grade separation at all street-crossings - this is the time to make this change - when you put in the high speed rail. This improvement is long overdue and would make all the trains a much more welcome presence in our communities on the Peninsula. In Burlingame, we have school-age kids crossing tracks to get to school, etc (Burlingame high school is on the opposite side of the tracks from most residences). In this situation, accidents are inevitable, cost innocent lives, and are very bad for your PR.

So:

1. Spend any needed money to put in grade separations, eliminate road crossings, and do this at the same time for all the tracks – not just high speed rail.
2. Make sure that whatever you do it doesn't impact residential neighborhoods with added noise/vibration. Strive to increase nearby home values by making improvements in these factors; If you ignore this and negatively impact homeowners you will engender LOTS of opposition and pay a big price.

Sincerely,

Ben Cheyette  
University of California, San Francisco

UCSF MC 2611

Rock Hall Room 284D

1550 4th St

San Francisco, CA 94158-2324

(415)-476-7826 (office/voice)

(415)-476-7899 (lab)

(415)-476-7884 (lab fax)

(415)-476-7845 (personal office fax)

(415)-476-7896 (Administrator: Susan Yu)

"*Doing* is what our business is about." Sydney Brenner

"Just *do* the experiment." Seymour Benzer

"What you don't see with your eyes, don't invent with your mouth." Yiddish proverb

"A little less conversation, a little more action please." Elvis Presley

Less yadda yadda, more data data.

90% of living well is laughing well. The rest is less serious.

CONFIDENTIALITY NOTICE This e-mail and any files or previous e-mail messages transmitted with it, may contain confidential information that is privileged or otherwise exempt from disclosure under applicable law. If you are not the intended addressee, nor authorized to receive for the intended addressee, you are hereby notified that you may not use, copy, disclose or distribute to anyone the information contained in or attached to this message. If you received this message in error, please immediately advise [Disclaimer@lppi.ucsf.edu] by reply email and delete this message, its attachments and any copies. If you are sending or receiving email containing protected health information, please be advised that email may not be secure as your employer or internet service provider may maintain a copy of communications.



## Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

### Meeting Date/Location

February 25 - Millbrae  February 26 - Palo Alto  March 4 - Redwood City

Name (please print): Marsha Cohen City: Redwood City State: CA Zip: 94063

Title \_\_\_\_\_ Phone: 650-796-5390 Fax: \_\_\_\_\_

(if applicable): \_\_\_\_\_ Organization/Business \_\_\_\_\_

(if applicable): \_\_\_\_\_ E-mail: oldvanelli@yahoo.com

Address: 746 7<sup>th</sup> Ave RWC 94063

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Issue: Financial Sustainability

My concern is not about construction funding but about maintenance and operating costs.

I've reviewed the documents posted at [calhighspeedrail.ca.gov](http://calhighspeedrail.ca.gov) and cannot determine if the projected revenues are sufficient to sustain the maintenance and operating costs of HSR on an on-going basis.

I would be concerned if HSR turns out to require more tax \$, fare hikes, increased bridge tolls or a larger cut of the state's transportation budget like what has occurred with Caltrain, Golden Gate Ferry Service.

Ridership should be sufficient to support this system.

#5  
Operation  
Costs

#2

#6  
Ridership

MAR 10 2009

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

**Fold and Tape Completely Before Mailing**

**Kris Livingston**

---

**From:** Russ Cohen [russ@russcohen.com]  
**Sent:** Monday, April 06, 2009 12:06 PM  
**To:** HSR Comments  
**Subject:** Re: The impacts of high speed rail

To the HSRA,

High speed rail, on it's own merits seems like a good idea. #11 intro

However, traveling between North and South at high speeds is based on the idea that one wants to work even further away from where one lives. Local officials have for decades worked towards the idea that people want to live and work closer to one another. Zoning and incentives have been developed so that transit oriented and mixed use housing can become a reality. High Speed Rail, it seems to me, works in opposition to these smart growth strategies. Traveling between LA and SF, even at high speeds, for work on a daily basis seems implausible. At one time, major airlines ran shuttles every half hour from LA to SF. It too, became implausible and unsustainable.

The impact to densely populated Peninsula corridor cities will be costly to the quality of life in those cities, dividing towns from San Jose to San Francisco. Even though HSR will be using Caltrain right of way, the addition of two more tracks, elevated or submerged, in most cities without major disruption, both short and long term, is again implausible.

In short, growth strategies have changed and high speed rail should have left the station decades ago. It didn't and it is now an outdated transit improvement tactic that will only add hardship during construction, division to cities when it's complete and a system that will not live up to its high cost in dollars and human terms.

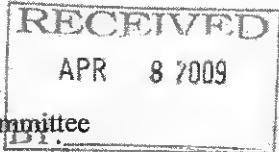
Sincerely,

Russ Cohen  
Burlingame resident

#11 land use

#2 tracks  
#1 community impacts

#3 community separation  
#4 construction costs



Atherton Tree Committee  
91 Ashfield Road  
Atherton, CA 94027  
April 3, 2009

California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Ladies and Gentlemen:

The Atherton Tree Committee, in existence for twenty years, is writing to comment on the damage the proposed High-Speed Train (HST) system would do to trees along the Caltrain route through Atherton and the consequential damage to the character of the Town of Atherton and to its enjoyment by residents. We request that the Authority choose an alternate route (Altamont Pass, the 101 corridor, or the 280 corridor) or, failing that, place the rails in a tunnel or a trench through our town.

This is the nineteenth year Atherton has been designated by the National Arbor Day Foundation as a "Tree City USA". The dense canopy of trees that distinguishes Atherton is easy to recognize when flying into San Francisco Airport. Heritage trees contribute substantially to the value of individual properties and to the community as a whole.

The Caltrain electrification EIR and arborist report determined that approximately 80 trees would need to be removed in Atherton. The excavation required to build the HST system would kill or force the removal of many more than 80 trees by cutting their roots. Widening the right of way to support two Caltrain and two HST tracks at ground level would, of course, require the removal of even more trees.

Many trees along the Caltrain corridor in Atherton are heritage trees (i.e. trees of 48 inches or more circumference 48 inches above grade). Most of these heritage trees, particularly the native oaks, are several hundred years old and their loss could not be mitigated by planting new trees. A significant number of the heritage trees are in the town's Holbrook Palmer Park or in the historic town land near the Atherton railroad station. The views of whatever trees remain would be severely diminished by the proposed elevated track and overhead electrical lines.

The Atherton Tree Committee supports the conclusions described in the town's letter to the HST Authority of March 3, 2009. We look forward to your response to our letter.

Sincerely,

*Rachel M. Croft*

Rachel Croft, Chairperson  
On Behalf of the Atherton Tree Committee



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print): JOHN DAVEY City: ATHERTON State: CA Zip: 94027

Title (if applicable): CHAIRMAN PARKS & RECREATION Phone: 650 325 9023 Fax:

Organization/Business (if applicable): PRESIDENT AHERTON CIVIC INTEREST ZEG LEAGUE ACIL E-mail:

Address: 36 MAPLE AVE AHERTON CA 94027

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

I WAS GLAD TO SEE THAT NOISE & VIBRATION WAS THE 2ND ISSUE ON YOUR LIST. I WOULD RECOMMEND THAT YOU SERIOUSLY LOOK AT TUNNELING THROUGH AHERTON & MENLO PARK. THIS SEEMS TO BE THE ONLY REASONABLE MITIGATION FOR PRESERVING COMMUNITY CHARACTER, HISTORIC AND CULTURAL QUALITIES IN THESE TOWNS. IN AHERTON WE GET ALL OF THE NEGATIVE IMPACTS WITH NONE OF THE BENEFITS. (TRAINS DO NOT STOP IN AHERTON DURING THE WEEK)

1 NOISE Vibratio ATC. CULTURAL EJ 2 TUNNEL

1 COMMUNITY IMPACTS

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print): MARTIN DEARCANGELOS

City: Burlingame State: CA Zip: 94010

Title (if applicable): \_\_\_\_\_

Phone: (650) 579-6653 Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

E-mail: MJDEARLC@HOTMAIL.COM

Address 1025 Toyon Drive

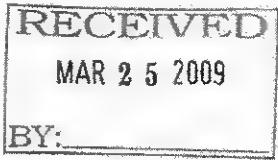
Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

- Has there been any consideration to running the train over the water from Palo Alto to SFO/Millbrae & avoid disturbing &/or destroying the communities in-between ALT. ALIGNMENT  
COMMUNITY IMPACTS
- Very concerned of noise issues, no way to keep a large train quiet @ 125+ mph regardless of electric engines & aerodynamics 1 NOISE
- Safety of surrounding homes, schools, etc. 1 SAFETY
- Fundamental changing of one of the best areas of land in the U.S. simply to run HSR through it. Worth it? 1 LU  
COMMUNITY IMPACTS
- Any consideration /incorporation of projected climate change to area and potential population effects? 1 CLIMATE CHANGE

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing



Dan Leavett, Deputy Director  
ATTN: San Francisco to San Jose HST Project  
EIR/EST  
California High Speed Rail Authority  
925 L St.  
Suite #1425  
Sacramento, CA 95841

March 20, 2009

Dear Mr. Leavitt,

My family owns property along the proposed high speed rail line in Menlo Park, California. This is between San Francisco and San Jose, Ca. Our parcel numbers along the current rail line are #061-430-230 and parcel #061-430-200. I want to express in my strongest terms opposition to the high speed rail line because of the traumatic effects in our community, Menlo Park, California. The center of the town we call "Menlo" is surrounded by the rail tracks. The proposed walls, the speed of the line itself, the noise are elements that would destroy the very nature of our community. Menlo Park is a quiet and peaceful community and it would be ruined by the very nature of this proposed train.

If there are no better route the only acceptable way for a high speed rail line to pass through our community would be underground.

Our property and our city would be permanently scarred if the high speed rail went through as proposed. Menlo Park is a unique community in that it's heart is in the rail area and the size and scope of the current proposed project would permanently determinately alter the community.

Please either have the rail line take another route or put it underground through such a rare, unique and peaceful community that Menlo Park currently is.

Please understand this proposal would be a permanent change to our city and would virtually cut our town in half and destroy it's atmosphere. We oppose the high speed rail line as proposed.

Thank You,  
Blake Derry

9  
OPPOSITION  
1  
NOISE  
AESTHETICS  
LAND USE  
2  
UNDER-GROUND  
TRACKS  
1  
LAND USE  
DF. 2  
ALTERNATIVES  
2  
UNDERGROUND  
TRACKS  
9  
OPPOSITION  
1  
EJ

I-SM 42



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

February 25 - Millbrae

February 26 - Palo Alto

March 4 - Redwood City

Name (please print): ALBERT P. DEL NERO City: MILLBRAE State: CA Zip: 94030

Title (if applicable): \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

E-mail: \_\_\_\_\_

Address: \_\_\_\_\_

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Living at this address (Family home)  
for 35 years.

Would be a burden to

relocate

#6  
property  
right

MAR 10 2009

3/18/09

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SM 43

**Kris Livingston**

---

**From:** russell dember [russell.dember@att.net]  
**Sent:** Monday, April 06, 2009 11:35 AM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Second try:

The High Spced Track should be under ground between San Jose and San Francisco. This will considerably lesson the noise, danger and eminent domain property confiscations of having the rails above ground. Having a 100+ mile per hour train running next to peoples back yards is ridiculous.

There is only one station planned on the peninsula so access should not be that expensive of a problem with an underground system.

The Red Line of the Metro Rail in Washington DC goes under ground when it gets to the denser population area near the city.

Russell Dember  
Menlo Park, CA

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:48 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST-Feedback

-----Original Message-----

**From:** John Dempsey [mailto:[dem7@sbcglobal.net](mailto:dem7@sbcglobal.net)]  
**Sent:** Wednesday, February 25, 2009 10:58 AM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST-Feedback

I will not be able to be at the Information Meeting in Redwood City.  
But I feel very strongly about The California High Speed Rail as follows :

- I am totally in favor. #8
- The central peninsula and Redwood City is one of the most important and valuable commercial and population centers in the Country. #11
- It is certainly valuable enough for any new rail lines to be underground. #2 underground
- Especially realizing that even at the Cemeterys in So. San Francisco BART is underground.
- There was little or no discussion of this subject during planning for the Redwood City Downtown Plan. "The Cinema and Railroad" are off the table was a ground rule.
- I am sure most citizens would realize the need for undergrounding in unifying and making the City whole.

John Dempsey  
702 Ruby St.  
Redwood City, Ca 94061

"  
:

## Kris Livingston

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:48 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST

-----Original Message-----

From: lpd.hsr@major2nd.com [mailto:lpd.hsr@major2nd.com]  
Sent: Wednesday, February 25, 2009 12:21 PM  
To: HSR Comments  
Subject: San Francisco to San Jose HST

To the High-Speed Rail Authority:

The current plan to run high-speed trains through residential areas of the densely populated Peninsula corridor essentially at ground level has unacceptable costs in noise, safety, and taking of residential property.

In order for high-speed rail to be an acceptable transportation modality, it must follow the principles that have been proven to work well in Europe:

High-speed trains running through densely populated areas must be located entirely below grade level (in a tunnel or culvert), including all associated equipment (power lines, signals, etc.), so that pedestrian and vehicular overpasses are not elevated and so that barriers protecting the rail right-of-way are as low and unobtrusive as possible.

Any plan that does not adopt this approach penalizes the many residents of the Peninsula for the benefit of the few who choose to incur the inherent very large environmental costs of traveling long distances frequently.

Sincerely,

L Peter Deutsch  
203 Santa Margarita Ave.  
Menlo Park, CA

#1 noise  
Safety  
#6 takings  
property

#2  
Below  
grade  
#2 compare w/  
foreign systems

#9  
Opposed  
#11



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

January 22 - San Mateo County    January 27 - San Francisco County    January 29 - Santa Clara County

Name (please print): GITA DEV City: Woodside State: CA Zip: 94034

Title (if applicable): Architect, Urban Design Phone: 650-851-3355 Fax: 650-851-3355

Organization/Business (if applicable): Architects, Urban Design E-mail: gs@desarchitects.com

Address: 495 Mtn Home Rd.

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Undergrounding the train is the best long term solution for the future development of the El Camino to 101 corridor.

2  
UNDER-GROUND TRACKS

In Arlington VA the Metro was underground under Main Street rather than on grade along the freeway.

11  
BACK-GROUND TEXT

Along with the upzoning of the land over the tracks & along it, the undergrounding has been paid off earlier than anticipated.

#5  
Profitability

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

**Kris Livingston**

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**From:** Carol X [carolx@tenofus.com]  
**Sent:** Tuesday, March 10, 2009 10:07 AM  
**To:** HSR Comments  
**Subject:** High Speed Rail Comment

March 10, 2009

Mr. Dan Leavitt, Deputy Directory  
ATTN: San Francisco to San Jose, California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt:

As a resident of Menlo Park who's home is adjacent to present Caltrain tracks, and thus adjacent to the proposed high speed rail tracks, I would like to go on record as being strongly opposed to any plans that have elevated tracks running through this corridor.

I do support the high speed rail system and was one of the majority who voted for Prop 1A. But my support was not, and is not for any plan that will cause the destruction of my home value, this residential area, or this town.

Prop 1A endorsed as little disruption to residential areas as possible. What an eye opener when I attended a High Speed Rail

Authority community meeting in Redwood City last week! The moderator was tactful but the obvious key spokesperson was someone referred to as, "The Judge." (Authority participants were not introduced and the mayor of Redwood City was on the agenda to speak but was never even acknowledged). This "Judge" made it crystal clear that legally the Authority had to accept comments and suggestions but that the many major decisions already made would not be revisited.

I believe the train could be a very good thing for the state but the current plans would destroy the livability of home and my community. Kindly give serious consideration to my concerns.

Sincerely,

Carolyn Diamond  
180 Forest Ln.  
Menlo Park, CA 94025

#9 Design

#10 Support  
#6 Public values  
#11 community impacts

#7 Prop 1A  
Public meeting  
#7 transparency

#11 Conclusion

**Kris Livingston**

---

**From:** Carl Ditmore [carl@alpoeta72.com]  
**Sent:** Monday, April 06, 2009 9:29 AM  
**To:** HSR Comments  
**Subject:** HIGHSPEED THRU THE PENINSULA

I SUPPORTED HSR BY VOTING FOR FUNDING THE MEASURE IN 2008. I DO NOT SUPPORT HSR FOLLOWING THE CALTRAIN TRACKS THRU THE PENINSULA. FOUR TRACKS THRU MENLO PARK AND PALO ALTO ALONG ALMA ST. WOULD NEED TO BE TUNNELED AS THE JAPANESE HAVE DEMONSTRATED IN CONGESTED AREAS.

A BETTER ROUTE WOULD BE TO USE THE OLD RAIL ROUTE ACROSS THE SOUTH PART OF THE BAY OR THE EAST BAY RAIL SYSTEM THAT ALREADY EXISTS.

THANK YOU.

#2 Alternate alignment  
#2 Tunnel  
#2 foreign system  
#2 Alternate alignment

## Kris Livingston

---

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 2:57 PM  
**To:** Kris Livingston  
**Subject:** FW: HSR San Jose San Francisco line

**From:** Lisane Drouin [mailto:l.drouin@live.com]  
**Sent:** Tuesday, April 07, 2009 10:04 AM  
**To:** HSR Comments  
**Subject:** HSR San Jose San Francisco line

Hi,

I'm not sure of the viability of this line, versus the great viability of the main line in general, but I live in San Carlos (San Mateo county) and can't wait for the HSR and the electrification of CALTRAIN! It's about time we get option for long distance "public" transit and that CA (the US even) leaps into modern life, as other regions and countries of the world have (France, Japan, Taiwan, Germany, etc.)

My family strongly supports the HSR plans. Please go ahead with the HSR, it makes great sense for the environment, for the economic and for society.

Thank you,  
Lisane Drouin  
San Carlos, CA 94070

Windows Live™: Keep your life in sync. Check it out.



# Scoping Period Comment Form

San Francisco to San Jose Section

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Meeting Date/Location

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print): GODSOYU GODSOYU

City: BENOMINT State: CA Zip: 94002

Title (if applicable):

Phone: 650 364 8225 Fax:

Organization/Business (if applicable):

E-mail: godsouyu@yahoo.com

Address 1473 SIXTH AVE 94002

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

1. PUT IN SOLAR PHOTO VOLTHCS OVER  
THE 800 MILE CAMECA SECURED TRICK

1  
SECURITY

2. WHY AIRPORTS ? HSR was supposed  
TO BE AN ALTERNATIVE TO FLYING. REDUCE GRADE CROSSINGS TO FIX.

2  
GRADE  
CROSSINGS

3. INCLUDE A GOAL TO HAVE TRIP  
TIME LESS THAN FLIGHT TIMES BETWEEN  
SF/SF and LA. TO PREVENT  
RAIL BASED SPRAWL IN THE FUTURE

3  
TRAVEL  
TIME

4. SKIP THE PENINSULA . GO DIRECTLY  
TO SF. LET CANTER BRIDGE BRIDGE  
THE GAP.

2  
ALTERNATE  
ROUTE

5. MAKE SURE PARKING LOT and PARKING AREAS  
DO NOT INTERFERE WITH TRANSIT ACCOMODATION ISSUES,  
SERVICE EFFICIENCY.

1  
TRAFFIC

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SM

51



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

January 22 - San Mateo County     January 27 - San Francisco County     January 29 - Santa Clara County

Name (please print): Gladwyn d'souza

City: BELMONT

State: CA Zip: 94005-2

Title (if applicable):

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Organization/Business (if applicable):

E-mail: gdsouza @mac.com

Address 1473 SIXTH AVE

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Please ensure that the Pedestrian Catchment in a <sup>#1</sup> traffic <sup>#1</sup> mile radius around the stations is not compromised in health safety and efficient access by the land use <sup>#1</sup> safety <sup>#1</sup> decision for parking and uses location. Include a <sup>#1</sup> climate change specific goal on the Pedestrian Catchment.

Include pedestrian intensive uses in the station area with lease revenue used to reduce the fare cost. <sup>#1</sup> traffic <sup>#1</sup> climate change

Include market rate intensive parking that reduces fare cost. Regional transit especially buses should not have their market reduced by free parking or low cost parking. <sup>#1</sup> climate change <sup>#5</sup> cost <sup>#1</sup> traffic <sup>#1</sup> parking

I am concerned that HSR will not be transit friendly displacing bus trips instead of pollution intensive auto trips. The system should be designed independent of the airports instead of functioning as a high speed people mover between airports. <sup>#1</sup> traffic <sup>#1</sup> airport access <sup>#2</sup> not link to airport

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

**Fold and Tape Before Mailing**

I-SM 52

Kris Livingston

From: HSR Comments  
Sent: Tuesday, April 21, 2009 3:13 PM  
To: Kris Livingston  
Subject: FW: Comment—HSR Notice of Preparation

-----Original Message-----

From: Gavin Duncan [mailto:wgrd314@yahoo.com]  
Sent: Monday, April 06, 2009 4:29 PM  
To: HSR Comments  
Subject: Comment—HSR Notice of Preparation

The City of Burlingame advised residents that we have until today to submit comments on the scoping process for the EIR/EIS being prepared for the San Francisco - San Jose section of the HST. I offer the following comments:

Regarding project alternatives, I suggest the EIR/EIS evaluate the following alternatives:

- HST stops at San Jose Diridon; as funds allow, grade-separate Catrain right-of-way from Diridon to San Francisco; extend BART to San Jose Diridon #2 terminate in #2 additional stations SJ #1 intro
- HST stops at SFO/Millbrae #2 alternate alignment  
#2 grade separation

In either case, the cost of extension into San Francisco proper would be avoided and the affect on ridership could be minimal. A large portion of HST riders will need to travel from their home to the nearest station (as opposed to traveling from a central business district). With the current plan, almost all San Francisco residents would have to ride another transit mode to get to the HST anyway so taking BART/SamTrans/etc to SFO instead Transbay would not create a large change in travel time. Investment in connectivity to the SFO (or Diridon) station would support both HST as well as enhance the overall transit options within the Bay Area.

-----

Gavin Duncan  
Burlingame, California

## Dan Gallagher

---

**From:** Dan Gallagher  
**Sent:** Tuesday, January 20, 2009 9:01 AM  
**To:** HSR Comments  
**Subject:** FW: CHSR Contact

**From:** info@hsr.ca.gov [mailto:info@hsr.ca.gov]  
**Sent:** Friday, January 16, 2009 6:30 PM  
**To:** Info @ HSR  
**Subject:** CHSR Contact

CHSR Contact.

Contact Name: Jennifer Easton Pfaff

Company:

Phone: 650-348-7961

Email: [jjpf@pacbell.net](mailto:jjpf@pacbell.net)

Website:

Comment:

I am unable to attend the comment period before the EIR on high speed rail through the Peninsula that takes place Jan. 22nd. Please submit these comments/questions on my behalf. I am very concerned about this project and would like clear answers. So far, I haven't heard any. 1) what will be the sound impact on neighboring residential districts. in some cases, such as in Burlingame, residential neighborhoods abut both sides of the tracks. What will be done to mitigate these noise and blight impacts. 2) How much right of way will be required in Burlingame? We have rows of majestic trees that run several blocks along the tracks. Will these be destroyed? 3) I do not want to see a berm separating both sides of Burlingame. Is there any talk of building trenches or burying the tracks all together?

#7 info request  
#1 noise  
#1 mitigation  
measures  
#2 Row width  
#1 biological  
resources  
#2 underground

**Dan Gallagher**

---

From: Jennifer Pfaff [jjpf@pacbell.net]  
Sent: Tuesday, January 20, 2009 5:10 PM  
To: HSR Comments  
Subject: Burlingame impacts

I would very much like to know what right of way issues apply to this project, and also what historic resources might be affected here in our town. We have a Landmark status train station, as well as a historic grove of original eucalyptus trees (the Franchard Grove), and the Broadway Train station, also historic. What is the width required of the new train rails?

Also, I am very concerned about the horrible noise factor that can resonate all over town. This already happens to some extent, however I understand that it is much worse (and squeaky high pitched) with higher speeds and an electrified system. Please address these issues sooner, rather than later. Is there any chance of burying this throughout our town?

Sincerely,

Jennifer Easton Pfaff  
615 Bayswater Avenue  
Burlingame

#2 ROW

#1  
historic  
resource

#1 biological  
resource

#1 noise  
#2 underground

**Kris Livingston**

**From:** KT Eckardt [kteckardt@yahoo.com]  
**Sent:** Friday, April 03, 2009 1:17 PM  
**To:** HSR Comments  
**Subject:** High speed rail

Dear sirs,

I believe in high speed rail. But it belongs in the Bayshore corridor, like the airport.

Otherwise, you demise property values.

Also, we know nothing about the noise quotient, the risk of derailment in a heavily populated area and whether/what fumes, carcinogens--which we have to consider smartly, not in a rush to put it somewhere and then have to change it. I like using the existing rail line, but I prefer that be used for local transport and it's high speed, not low speed, and the airport area where we have lots of bay winds, for highspeed rail.

There's so many players with their own greasy palm portion of this, makes me sick.

Do the right thing, which we have long since forgotten what that looks like for the fact of what it will take.

We need to do what it takes to do the right thing.

Does that make sense to any single anybody out there in government land?

Easter Prayer: Lord just save us from ourselves. We know what we do and we claim we know not, so forgive the idiots who can't drive let alone govern. Amen.

Note: This transmittal is a confidential communication or may otherwise be privileged. If you are not the intended recipient, you are hereby notified that you have received this transmittal in error and that any review, dissemination, distribution or copying of this transmittal is strictly prohibited.

<b>KT. Eckardt</b> <i>Realtor</i>	<b>Cashin Company</b> 430 N. El Camino Real San Mateo, CA 94401  tel: 650-496-0110 fax: 650-343-6990  <a href="mailto:KT@Cashin.com">KT@Cashin.com</a>
--------------------------------------	---

## Kris Livingston

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:37 PM  
**To:** Kris Livingston  
**Subject:** FW: high speed rail plan for the San Francisco Peninsula

-----Original Message-----

From: Jim Edwards [mailto:jimedwards6@gmail.com]  
Sent: Tuesday, March 03, 2009 8:00 PM  
To: HSR Comments  
Subject: high speed rail plan for the San Francisco Peninsula

I am writing in response to your request for public input regarding the HSR project. I am <sup>#1 intro</sup> ~~opposed~~ adamantly opposed to any high speed rail plan for the San Francisco Peninsula that would <sup>#2 under ground</sup> involve an above-ground rail or a trenched rail. If the high speed rail cannot be routed <sup>#3 alternate</sup> ~~funnel alignment~~ underground, then the link that extends the rail from the Central Valley to San Francisco should be put through the open space in the East Bay.

The SF Peninsula is made up of numerous, small cities that all got their start because they were on the San Francisco to San Jose rail-line. As a result, the Peninsula is ahead of its time : we have had a mass transit rail system since 1864. Because the Peninsula's towns were built before the creation of the automobile, their main business districts, their main public properties such as high schools and parks and some of their most beautiful housing are all within a short walk to their historic train stations, many of which are state landmarks or are on national historic registers. Indeed, one might say that Burlingame, San Mateo, Menlo Park and other Peninsula towns were the original "transit-oriented development." The newly proposed high speed rail, in the form of above-ground tracks or trenched tracks, would involve eminent domain of some of our most precious and highly valued downtown properties, as well as decreased property values due to the unwelcome addition of loud sounds and shaking <sup>#4 noise, #5 vibration</sup> caused by the high speed rail. We have a mass transit system that works for us: <sup>#6 property value</sup>

CalTrain.

Thank you for your consideration.

Jim Edwards  
740 Acacia Dr.  
Burlingame, Ca

## Kris Livingston

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:36 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST

**From:** Hamid Farzi [mailto:[hfarzi@msn.com](mailto:hfarzi@msn.com)]  
**Sent:** Wednesday, March 04, 2009 5:35 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Since 1863 Menlo Park has been a part of the train culture in this country. The train system has served us well over the past 150 years to connect the quiet, small town communities with the thriving urban centers of San Francisco & San Jose. We have coexisted with the rail lines and accepted the negative impacts it has created such as noise, diesel pollution and traffic issues. The current aesthetic, visual impacts are almost non existent at this time.

Now that the concept of redesigning the current rail system has been brought to the public's attention, it is clear that residents of these communities involved should have a significant role in how changes will be made. We are designing a system that should serve us for at least another 150 years! So far, little attempt has been made by the HSR authorities to clearly describe the intent and the true impact on these communities dissected by the HSR project. The little information that has begun to surface is quite sketchy at best and does not seem to favor the communities that thrive along the current Cal-Train corridor.

In order to maintain the quality of life, as well as property values in these areas, it is clear that we must plan for an underground, state of the art system. The benefits of an underground system enormously outweigh the additional cost it creates. It is feasible and recommended that we take this direction in planning now. The adverse impacts to the environment are far too great a sacrifice for the Peninsula to bear should we consider the inferior design of above ground tracks.

It is in the best interest of the HSR planners to take this into consideration now to avoid costly lawsuits and delays in construction. A properly designed HSR system will be the envy of the world and embraced by local communities. Generations to come can be proud of the decision to make this an intelligent, forward thinking project that will respect local communities as well as provide the needed transportation upgrades for the State of California's future.

Sincerely,  
Betsy Farzi  
(Menlo Park Citizen of 47 years)



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print): Robert Fernández

City: Atherton

State: CA Zip: 94127

Title (if applicable):

Phone: 650323 0419

Fax:

Organization/Business (if applicable):

E-mail:

Address 100 MAPLE AVE Atherton, CA 94027

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

1) How will the No Build / No Project Alternatives be verified? Will an independent group be reviewing this alternative.

2  
NO  
BUILD

2) When will the construction costs be adjusted for future year costs & reported to the public

5

CONSTRUCTION  
COSTS

#7 Info  
request  
Transparency

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.



# Scoping Period Comment Form

San Francisco to San Jose Section

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**Meeting Date/Location**

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print): Grace Ferrando City: Atherton State: CA Zip: 94027

Title (if applicable): \_\_\_\_\_ Phone: 650/323-0419 Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_ E-mail: \_\_\_\_\_

Address 600 maple Ave

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

#1 Comm. Impact

#1 B10

#2

Diff

agreement

HSR on the peninsula is unnecessary - too late

Losing homes and trees greatly impacts the entire peninsula. Altamont Pass <sup>rather than Peleg</sup> makes a sense at this point in time. It would

serve the Sacramento and east bay areas without destroying people's backyards in such a densely populated area.

#1  
LAND  
USE

#6 Property rights.

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

**Fold and Tape Before Mailing**

ISM 60

## Kris Livingston

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:16 PM  
**To:** Kris Livingston  
**Subject:** FW: HSR comments

**From:** Todd Freeman, CFP [mailto:[Todd@ToddLFreeman.com](mailto:Todd@ToddLFreeman.com)]  
**Sent:** Monday, April 06, 2009 3:10 PM  
**To:** HSR Comments  
**Subject:** HSR comments

My office is adjacent to the train tracks in Belmont. I have reviewed the plans for 4 tracks going up the peninsula following the existing SP tracks, and am firmly convinced that you have not even begun to think of the obstacles and cost ramifications of your proposed line in your zeal to generate a little more revenue for the state of California or the various cities in the path of this juggernaut.

If you were smart, this "thing" would go through the east bay with much less hassle and expense.

Please review your assumptions once again before you embark on this disaster.

Best regards,

#5  
Construction  
costs

Todd L Freeman, CFP, CLU, ChFC  
1601 El Camino Real #201  
Belmont, Ca 94002  
(650) 595-1791 Phone  
(650) 595-4317 Fax  
[www.ToddLFreeman.com](http://www.ToddLFreeman.com) Website

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Information from ESET Smart Security, version of virus signature database 3990 (20090406)

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The message was checked by ESET Smart Security.

<http://www.eset.com>

**Kris Livingston**

---

**From:** Rusty Gaillard [rusty@thegaillards.com]  
**Sent:** Sunday, April 05, 2009 10:24 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

While I like the idea of high speed transit between northern and southern California, I am concerned about the impact a high speed rail corridor would have on my community of Menlo Park. I can imagine ways to construct the project that would be positive for our community, but I have also heard options discussed that would be disruptive and destructive to our community. I am strongly opposed to widening the existing Caltrain right of way through Menlo Park. It would destroy the beautiful trees and shrubs that line the track, and provide a buffer between the tracks and our community. Building an elevated track seems like a viable alternative, but I can't imagine this is feasible without widening the right of way. A tunnel would seem to be the best option, particularly for me, since I live close to the tracks and already hear trains day and night.

I encourage you to continue to consider alternate routes for the HSR that do not pass through Menlo Park, or that do not require expanding the right of way through our city.

Regards,  
Rusty Gaillard

#1  
ACT route  
#2  
ACT route  
#2  
width of ROW

## Kris Livingston

---

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:05 PM  
**To:** Kris Livingston  
**Subject:** FW: SanFrancisco to SanJose HST

---

**From:** vascular888@aim.com [mailto:[vascular888@aim.com](mailto:vascular888@aim.com)]

**Sent:** Monday, April 06, 2009 6:29 PM

**To:** HSR Comments

**Subject:** SanFrancisco to SanJose HST

To whom it may concern:

I am 57 and have lived in Palo Alto, Menlo Park or Hillsborough my entire life. I currently live in Menlo Park about one half block away from the railroad tracks in a community that has been there for over 60 years. I can honestly say that building a high speed train near where I live as well as through the over hundred year old communities of Palo Alto, Atherton, and Hillsborough will be utterly disastrous. It will tear them apart more than literally. I desperately urge you to reconsider this plan. If in fact this must go ahead (I really can't imagine such a thing for instance being allowed in Beverly Hills or Santa Barbara) only full bore tunneling would be acceptable. Directing traffic via the Altamont Pass would be the least disruptive as well. Please listen to our cries!

Jean W. Gillon M.D.  
152 Stone Pine Lane  
Menlo Park, Ca 94024  
650 329 0350

#11  
INTRO

#1 EJ/  
community  
separation

#2 under  
grounding

#2 alternate  
route

---

The Average US Credit Score is 692. See Yours in Just 2 Easy Steps!



# Scoping Period Comment Form

San Francisco to San Jose Section

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Meeting Date/Location

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print): Ellen Glover City: San Carlos State: CA Zip: 94070

Title (if applicable): Construction outreach specialist Phone: 650-508-7726 Fax: 111-1111111

Organization/Business (if applicable): Caltrain E-mail: glovere@Samtrans.com

Address 1250 San Carlos Ave, San Carlos

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Please double-check your maps that show grade crossings through San Carlos and Belmont. The tracks are grade separated, not a flat crossing.

2  
GRADE  
SEPARATION  
10  
ERROR  
MAP

If I can be of help, please let me know.  
Thank you  
Ellen Glover

11  
CONCLUSION

PS - I am working on all the grade crossings projects in San Mateo County.

2  
GRADE  
CROSSINGS

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SM 64



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

APR 3 2009

Name (please print): Karen Goodman

City: Atherton

State: CA

Zip: 94027

Title (if applicable): \_\_\_\_\_

Phone: 650 324 3998

Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

E-mail: DKGoodman85@Hotmail.com

Address 81 Maple Ave

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

① The Altamont Pass is clearly the superior route, and everyone associated with the CHSRA knows that! The Pacheco Pass was chosen for #2 alternate alignment. It is unnecessary to destroy so many communities by widening the Caltrain ROW from 2-4 tracks, not to mention #6 acquiring ROW the shoo-fly tracks that will be needed to run Caltrain during construction. In Atherton alone, a historical train station and hundreds of Heritage Oaks will be destroyed! #1 historical resources, #1 historical resources

② I would love to invite you to my home in Atherton to get an understanding of how this will all affect our town. #1 background My family has a modest home on a small lot. We are not an urban community. Our block and entire neighborhood has a very rural atmosphere.

③ My solutions are to use the Altamont pass where it will benefit #2 alternate alignment more populated cities i.e. Sacramento, Stockton, Pleasanton and Fremont. This route has the benefit of connecting Sacramento to San Francisco where the REAL traffic problems exist!!!

I also noticed on some preliminary drawings the more land will be taken from the East side of the tracks than the West because of Holbrook Palmer Park. There is also a public park on the West side of the tracks that will be affected if station lane is forced to be moved. #1 recreation, open space

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records.

The comment period closes on March 6, 2009 not

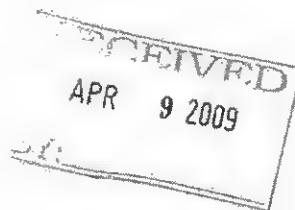
Fold and Tape Before Mailing

If Altamont, TUNNEL!!!

#2 tunnel

ISM 6s

DONALD D. GRALNEK  
1661 STONE PINE LANE  
MENLO PARK, CA 94025  
PHONE (650) 321-1644



March 30, 2009

Mr. Dan Leavitt  
Deputy Director  
Attn: San Francisco to San Jose, California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814  
Email: comments@hsr.ca.gov

Mr. David Valenstein  
Environmental Program Manager  
Office of Railroad Development, Federal Railroad Administration  
1200 New Jersey Avenue, SE (Mail Stop 20)  
Washington, DC 20590

**Re: San Francisco – San Jose High Speed Rail (“Project”)(“HSR”)**

Gentlemen:

In connection with the EIR/EIS on above referenced Project, I write this letter of comment as a resident of Menlo Park whose home is along proposed Right of Way (“R.O.W.”)

As I understand HSR decisions to date, design calls to:

- a) Widen existing R.O.W. to accommodate at least 4 tracks *#2 widening*
- b) Remove trees/vegetation along and above track *#1 b/w #1 aesthetic*
- c) Construct 20 – 30 foot walls on either side of R.O.W. *#2 wall*
- d) Either elevate tracks to 20" or more or put track in trundle. *#1 elevated tracks*
- e) Use existing UPRR/Caltrain R.O.W. as Routing; *#1 low*

My comments on the Project are as follows:

The idea of effective efficient high speed rail ("HSR") is a good one. I voted for the Proposition in November 2008. I believe the many issues regarding routing, design, construction, operation and financing can be resolved so the system can be built. However, the routing design and construction of HSR through San Francisco Peninsula area is a major issue. The peninsula communities are well developed, thriving with a good mix of housing and commercial activity. HSR poses a large risk to the health and vitality of these communities.

My specific comments below address specific physical factors to be analyzed in our area of Menlo Park. In addition, there are a variety of more general planning, development and land use issues in Menlo Park to be considered.

First, given design decisions including track location (either elevated or in tunnel), there is a distinct possibility that R.O.W. will create a no-man's land for some considerable distance from both sides of R.O.W. The risks of this no-man's area to adjacent residents are myriad. I would expect issues of crime reduced property values, reduced levels of property maintenance, decreased economic activity, and increased local police costs among others.

This linear design cuts through now vibrant communities which will be significantly affected. These impacts are physical, environmental and socio-economic. The impact on Menlo Park will be significant and perhaps quite adverse. It certainly will affect a considerable change in the economic and land use patterns in our community. Those issues must be fully analyzed, considered and mitigated before any final decisions are made with respect to HSR in our community.

Second, these impacts must be considered in context of new local land use and general plan elements to address this new physical reality. These plans must be adopted before any construction on the HSR starts.

Third, I believe it quite appropriate and necessary that HSR assume all of the costs of the preparation of these plans, including analysis of the adverse impacts on the surrounding areas, efforts to revitalize the no-man's land to be created and to mitigate the costs and adverse impacts on the Project.

Fourth, because the proposed R.O.W. runs through middle of many residential communities, the risks are high that construction and operation of High Speed Rail will be very damaging to persons such as myself who live along R.O.W. Impacts on me during planning, design, construction and operation of High Speed Rail are likely to be many and will include:

- a) Loss of value in my home;
- b) Increased difficulty in selling home;

# 11  
#8 support

#1  
adverse

#6  
prop value  
prop rights  
econ  
economic  
impact

#1  
land  
use

#5  
cost

#6  
prop  
value

c) Increased difficulty refinancing my house because of loss of value and lack of other sales;

#6  
Prop  
Value

d) Physical damage to home and personal property from such factors as noise, vibrations, sound waves, air pressure changes caused by high speed limits;

e) Loss of quality vehicular and pedestrian access to my home; #6  
access

f) Increased damages from sunlight caused by removal of canopy trees. #1 B10

g) Loss of enjoyment caused by removal of canopy trees and all vegetation along R.O.W.;

#1 B10  
Aesthetic

h) Costs of cooling my house due to loss of canopy trees. #1  
Energy

i) Visual blight caused by high separation walls. #1  
Aesthetic

j) Loss of privacy from trains traveling at high speeds on elevated tracks. #6  
Privacy

k) Increased light pollution caused by elevated track lighting and attendant track lighting needs. #1  
Aesthetic

It is one thing to study and propose such a complex High Speed Rail system for our community, it is quite another thing to construct and operate such a system in a manner that doesn't destroy the lives and homes of people living nearby or along the R.O.W. There is a major burden on those proposing such a Project to analyze fully and fairly the environmental and socio-economic impacts of such Project. There are thousands of families and homes in our area alone who are counting on you to make the right decisions. In my view, the right decision is impartially a) study the various impacts of such a Project on both the natural environment and the existing communities along the R.O.W. and b) mitigate all of the adverse environmental and economic impacts of the Project on the area and people affected. Anything less is unacceptable.

#9  
#1 B10  
#5 Social  
Cost  
environmental  
impact

Sincerely,

Don Gralnick



**Kris Livingston**

---

**From:** Tiffany Grande [tiff\_grande@yahoo.com]  
**Sent:** Wednesday, March 11, 2009 4:58 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

To whom it may concern:

I am very excited to hear about the high speed rail train that is coming to this area!!! I do have [ #1 Noise  
concerns about the noise level if the plans go through as currently proposed being above group. ] #8 Support  
#2 Elevated

Please consider moving the train below ground through the peninsula, this will get a lot of local [ #2 Tunnel  
support, which will help as we California becomes a leader in the USA with the use of High Speed Trains!

Thank you for your time.

Tiffany Grande  
San Carlos, CA

Kris Livingston

---

From: Eric Griffin [egriffin@seq.org]  
Sent: Wednesday, April 01, 2009 9:36 AM  
To: HSR Comments  
Subject: High Speed Rail

To Whom It May Concern,

I am fascinated with the high speed rail program and would love to become involved. I currently reside in Belmont with my wife and young son and plan to continue to teach and participate in the local community. To have an opportunity to work in Redwood City on this incredible project would be a dream come true.

Unfortunately, I was unable to attend the informational meeting on March 4 in which many of my questions may have been answered.

Will there be a dedicated website to monitor and solicit feedback and/or perhaps post jobs for this exciting project?

I hold a master's in International/Intercultural management, teaching credentials, and worked for Ernst & Young as a management consultant. If there are any opportunities surrounding this exciting project please let me know.

Of course, if you require additional information I will be happy to provide it.

Thank you for your consideration.

Eric

Eric Griffin  
Social Studies Teacher  
BUILD Entrepreneurship  
Carlmont, Woodside, Menlo Atherton High Schools [egriffin@seq.org](mailto:egriffin@seq.org)

**Kris Livingston**

---

**From:** Kevin Griffin [kevin.griffin@oracle.com]  
**Sent:** Monday, April 06, 2009 10:11 AM  
**To:** HSR Comments  
**Subject:** City of Burlingame CA: High Speed Rail..

I think it would be a grate asset to the community/region. Long over due. It's a project that our future generations will enjoy. Plus we need these types of programs to help stimulate the California construction industry.

Kevin Griffin  
Burlingame CA

#8 support  
#8 long overdue



# Scoping Period Comment Form

San Francisco to San Jose Section

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Meeting Date/Location

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print): Linda Griffin

City: Atherton

State: CA Zip: 94027

Title (if applicable): \_\_\_\_\_

Phone: 650-324-4732 Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

E-mail: lgriff1@comcast.net

Address 50 Walnut Avenue

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Please review in a fair way the Alt. 2 ~~Alt. 1~~ ~~FORWARD~~ ~~ALT~~ ~~FEB 13 2009~~  
Atherton Pass alternative.

These scoping meetings are extremely frustrating. No firm impact data is provided and so it is difficult for residents to raise concerns on a very vague plan. One gets the feeling that everything is pretty much decided and that these meetings are just held to give the appearance that the public has been able to participate.

#7 process planning

~~Bad vague plan~~

#7 transparency

#2 Alt Different The Atherton Pass route was the recommended route until players that stand to benefit from the Pacheco Pass route got involved. The Pacheco Pass route is environmentally inferior to the Atherton Pass route.

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

## Kris Livingston

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:40 PM  
**To:** Kris Livingston  
**Subject:** FW: Some financial reasons to oppose CA HSR

**From:** william grindley [mailto:wgrindley@sbcglobal.net]  
**Sent:** Monday, March 02, 2009 6:27 PM  
**To:** HSR Comments  
**Subject:** Some financial reasons to oppose CA HSR

Dear Sirs:

I wish to address several financial concerns I have about the High Speed Rail system proposed for Los Angeles to San Francisco by way of the Pacheco pass.

After attending several presentations by the HSR staff and directorate I found it difficult to understand exactly what the proponents were proposing; the story line seemed to shift in different communities. So, I base my comments on the following assumptions: a four-track, grade separated line, coming through Pacheco Pass, costing \$33 Billion, operating on headways that are minutes (not hours) apart, and profitable with one-way tickets costing \$55.00.

I concluded I was opposed to the HSR as presented and voted so in last November's election. The following are several reasons I chose that option.

First, the cost estimates are seriously out of touch. Even the post-election (higher) estimates are out of touch. The real costs are unknown, but likely to be several multiples of those used by HSR in selling the project. We are all aware of the two-to-three times real costs of the Chunnel, the Big Dig and other large-scale projects. One would have to be naïve or a HSR-at-any-cost proponent to support the proposed project based on the presentations' cost estimates.

The costs, even at \$33 Billion, go directly toward the claim that the California HSR will be profitable. HSR staff presented the high-speed rail systems of France, Spain, Holland, Belgium, Italy, etc as profitable. Hogwash. I was educated as an urban planner and have ridden and studied the TGV, AVE, Thalys, Shinkansen, etc. All are nationally- or multi-nation-owned and operated systems; and all required and continue to require deep subsidies for their construction, operations and maintenance. This is true, even at some per kilometer ticket prices above that proposed for the California HSR.

I think a woman at one session said it best when (I'll paraphrase her) "Mr. Diridon, I ride the CalTrain between San Francisco and San Jose almost daily and that 50 miles, using paid-for tracks, and a per mile ticket higher than what you propose [for HSR] costs us taxpayers \$10-15 million a year in subsidies. So how do you think that your project, with new equipment and tracks, will even break even" Well said.

In the Menlo Park study session, I pointed out to HSR representatives that their calculations making CA HSR 'profitable' were based on a 'fine print' detail that they failed to mention. Specifically, the HSR calculations only included O&M (operations and maintenance) costs; neither the construction-related, or power-related (overhead electric power) nor the equipment-related costs. While I doubt that HSR would even be profitable excluding all but O&M costs – Amtrack, and CalTrain being examples – leaving out the capital and capital serving costs was dissembling if not deceitful.

HSR's rationale is partially based on offsetting air and vehicular traffic. In certain high-speed rail markets, most notably Japan, Holland and Belgium, the population densities per square kilometer coupled with the highly dense urban areas they depart and arrive from, are several times that of California. Perhaps these national government decisions do warrant off-setting vehicular traffic congestion; but their taxpayers do carry those costs. Here, the population density argument is not relevant in California now or in this century.

The HSR staff and directorate also made the point that the project is a marriage of public and private capital. Both last year, and to what I can find to date, no private equity capital has been brought to bear on the CA HSR. Government guaranteed bonds, whether federal or state, are not private capital – they are monies demanding the full

#5  
construction  
Costs

#5  
operational  
Costs

#5  
profit/  
profitability

#5  
sources of  
funding

faith and credit of our governments to pay no matter what the costs. Only equity capital, that is private citizens or institutions' monies put at risk constitutes a private sector partnership. In such cases as BOT (Build, Operate and Transfer) power, port and road projects such as Bechtel Corporation has participated in, if there is no return on capital, the investors either break even or lose. That is private capital, and if the HSR had taken their financial calculations to one investment banker, one venture capitalist or one equity lender I would have been more convinced. But the argument that the CA HSR is a marriage of public and private monies is specious.

In summary, I believe that the HSR proponents did not share with California's citizens correct or complete information concerning the costs of building, operating or maintaining their proposed system. Having spent more than \$50Million of taxpayers' monies in the years prior to the November, 2008 vote, their public relations were geared towards getting the \$9Billion bond issue approved. I wouldn't have expected anything else. But now the real facts about costs must be known by all Californians before it is too late and the state's budget and citizens are 'locked into' a deep and perpetual subsidy for CA HSR.

Please bring some reality to the numbers. At present the demand estimates are exaggerated, the costs are minuscule compared to reality, and the concept that CA HSR is profitable is laughable. You owe the public the truth and to date that has been sorely lacking from the HSR Administration

William Grindley

151 Laurel Street  
Atherton CA 94027  
Home 650 324.1069

# 7  
Profit

# 7  
info  
request



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print): Loren Gruner

City: Atherton State: CA Zip: 94027

Title (if applicable): \_\_\_\_\_

Phone: 650 327-7054 Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

E-mail: loren.gruner@videosoftware.com

Address 98 Walnut Ave., Atherton, CA 94027

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

*talked to court reporters.] #11*

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

**Fold and Tape Before Mailing**

I-SM 72

from Helen Grundley  
157 Laurel, Atherton, CA 94027  
To: CHSRA

April 3, 2009 -

RECEIVED  
APR 6 2009  
BY:

I do not think  
that the High Speed Rail #5 cost  
for the price is a good  
way to spend our tax dollars

1. The numbers of #1 calculation of  
ridership  
people do not exist on #2 foreign  
system  
this consider as they do  
in a concentrated area  
of Europe & Japan.
2. Studies of possible #2 calculation  
of ridership  
ridership do not exist.  
If a family go to Disney land  
The parents they will not use  
the train.
3. business the #11 illegible/  
don't  
understand  
clients are on the  
train East Bay & Sacramento -  
San Francisco is a small  
town & they go to Orange County  
Emmunity - Helen Grundley

## Kris Livingston

---

From: Jonathan Hahn [unetix@yahoo.com]  
Sent: Wednesday, March 18, 2009 10:21 AM  
To: HSR Comments  
Subject: San Francisco to San Jose HST

I am concerned about  
the impact of the High Speed Train in Menlo Park where I live.

All Intro

I think the Altamont Pass routing needs to be reconsidered. I'm also concerned about the process of informing the community, community input, and the response to it (or lack thereof). I'm also concerned about the state taking on such a huge financial commitment at a time when the budget is in the the worst shape in memory.

H2 Alignment  
H7 Transparency  
H5 sources of funding

I would only be in favor of a peninsula routing of the HST if it was placed underground. I believe the vast majority of all community members along the route would agree. This should be made a condition of a peninsula routing.

H2 Tunnel

Jonathan Hahn  
340 Sherwood Way  
Menlo Park, CA 94025  
650.327.4246

**Law Offices of Michael W. Hall**  
270 Redwood Shores Parkway, Suite 541  
Redwood City, California 94065  
Phone: (650) 218-9845 E-Mail: [hallmw@gmail.com](mailto:hallmw@gmail.com)

RECEIVED  
MAR 24 2009  
BY:

Mr. Dan Leavitt – Deputy Director  
ATTN: San Francisco to San Jose  
HST Project EIR/EIS  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA. 95814

**RE: Support For Potential Fourth Station At Redwood City  
San Francisco To San Jose Section  
(For inclusion in public comment file)**

March 23, 2009

Dear Mr. Leavitt,

The purpose of this letter is to support the addition of the potential fourth station, and the selection of downtown Redwood City as the site for that potential station, on the San Francisco to San Jose section of the California High Speed Rail System.

I am a resident of Redwood City and member of the Redwood City business community.

**1. Support for adding a fourth station at Redwood City (or Palo Alto)**

The High Speed Rail Authority should include either a Redwood City or Palo Alto station in addition to the preferred San Francisco, Millbrae and San Jose stations. The fourth station will make the line more useful to area travelers and thereby will increase ridership. It will also make the line more useful to HSR users from other areas of the state traveling to the Bay Area, which will also increase ridership.

The added station will greatly improve the utility of the interface between the High Speed Rail service and the realigned Caltrain service, enhancing the achievement of broad transit, economic development, and environmental goals, and also improving the HSR system's financial operating position. The added station will better integrate the high speed service into the full range of local transit connections, making it a part of a

8  
SUPPORT  
2  
STATION IN  
REDWOOD  
CITY

2  
STATION AT  
REDWOOD CITY

3  
TRANSFER  
BTWN SYSTEMS

I-SM 75

## California High Speed Rail Authority (Redwood City Station) page 2

complete door-to-door transportation system. The added station will also improve access for HSR customers who will reach the train by automobile.

### 2. Community support for the Redwood City station

I have lived and worked in Redwood City for the past 11 years, and before that time, lived and worked in Palo Alto for 13 years. I am familiar with the business and residential community cultures in both cities.

The two cities' outlook on large, region-wide infrastructure projects is very different. While both communities support implementation of appropriate technologies and in reduced environmental impacts, Palo Alto is focused on local achievements in these areas, while Redwood City is open to weighing both regional and local achievements in deciding whether to support these project types.

Redwood City will welcome a station if the design is reasonable and includes consideration of local needs. I understand that the current planning phase will select a station location, but that the station design will be done at a future time. The Authority will find that Redwood City will be open to mutually-beneficial collaboration on both aspects of the potential station project.

Since the potential station locations are only 6 miles apart, the Authority should consider positive community support as an important factor in the selection process, as a collaborative approach will result in a better station design and operating experience, and thus, better service to rail passengers and the community.

### 3. Downtown Redwood City offers a better station site than Palo Alto

Downtown Palo Alto has limited available space for a joint Caltrain/High Speed Rail station, while downtown Redwood City has plenty of space for expansion of the existing Caltrain facility to include HSR. Due to severe space limitations, a quality station can only be built in downtown Palo Alto by sacrificing precious city park land, sacred university land, or iconic station-area buildings with great historical and business value. These sacrifices are beyond undesirable – they will, to a large degree, destroy the character of the special area surrounding the station (which is the beloved interface between downtown Palo Alto and the Stanford University campus). Assuming an appropriate design, no such sacrifices would be needed to build a quality station in downtown Redwood City.

The historic art deco-style Southern Pacific Palo Alto station is too small and inflexible to handle a joint Caltrain/HSR station operation, and would be difficult to expand. In sharp



8

SUPPORT

7

REDWOOD CITY  
REVIEW OF  
PLANS + DESIGN

1

AESTHETICS

Community  
impacts

# 7

Community  
acceptance

2

STATION IN  
REDWOOD  
CITY

1

LAND USE

6

ACQUIRING RAIL

1

CULTURAL



## California High Speed Rail Authority (Redwood City Station) page 3

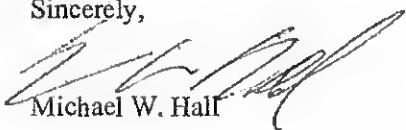
contrast, the Redwood City station is a minimalist, mostly outdoor venue, with no permanent structures and no historical significance, offering an almost clean slate for the design and construction of a new signature landmark-style rail station offering convenient, modern, and cost-effective joint High Speed Rail/Caltrain functionality – similar to other recently-constructed public buildings in the existing Caltrain station vicinity.

While both cities' downtowns are close to the main El Camino Real corridor, Palo Alto's downtown area has very poor freeway access, mostly on single or double lane, narrow, outmoded streets (mostly with very narrow traffic lanes) that run through residential areas. For obvious reasons, these streets have limited and non-expandable traffic capacity, low speed limits, and an inefficient, winding layout. In contrast, downtown Redwood City is much closer to the freeway, and has well-designed, modern, multi-lane traffic corridors that lead directly to the downtown commercial streets without passing through residential areas.

### 4. Conclusion: Construct a Redwood City station

The California High Speed Rail Authority should construct a fourth station on the San Francisco to San Jose section, and should locate that station in downtown Redwood City.

Sincerely,



Michael W. Hall

TRAFFIC

1  
SUPPORT

2  
STATION IN  
REDWOOD  
CITY

**Kris Livingston**

---

**From:** Douglas Hamilton [dhhgeoconsult@hotmail.com]  
**Sent:** Sunday, April 05, 2009 10:33 AM  
**To:** HSR Comments  
**Subject:** Fw: High Speed Train Correct Versions 2  
**Attachments:** high\_speed\_rail2.doc; high\_speed\_rail3.doc

----- Original Message -----

**From:** Jose Montalvo  
**To:** Douglas Hamilton; Joyce's Hamilton  
**Sent:** Saturday, April 04, 2009 4:07 PM  
**Subject:** High Speed Train Correct Versions 2

Doug,

Here are the corrected versions of High Speed Train.

-Jose

Rediscover Hotmail®: Now available on your iPhone or BlackBerry [Check it out.](#)

1  
} #1 intro

## San Francisco to San Jose HST

Earthquake motion is well known to be amplified in elevated structures. This probably was a factor in the failure of the Cypress and Embarcadero elevated freeways in 1989, (although poor foundation conditions also were a factor). Earthquake motion resistance of elevated structures, it is thought, can mostly be improved by proper design and construction. But the stability of a train on tracks traveling at 120 mph during strong earthquake shaking is another matter.

The historic seismology literature includes several photos of locomotives thrown from their tracks and lying on their sides (eg. Pt. Reyes, 1906; Los Alamos, 1902) and these were at grade, not elevated tracks and the trains were moving slowly or were stationary when the earthquakes occurred. The Bay Area is now "overdue" for a magnitude near 7.0 earthquake in the East Bay which will produce strong ground motion in the Peninsula area as well, as will an even smaller earthquake on the Peninsula segment of the San Andreas fault. When the earthquake strikes, it seems likely that a fast moving train on an elevated trackway will end up in a neighborhood adjoining the tracks. An example of the potential for damage is the 1955 LeMans race in which a driver lost control of his Mercedes-Benz race car while traveling at about the same speed as the HST will going up or down the peninsula. The car went into the viewing stand and killed more than 70 people, injuring many more. This with one 2500 pound car, not a locomotive and train of passenger-filled cars.

#1  
Geology &  
Soils

One might argue that the safety of the neighborhoods, or what was left of them following development of the HST could be "assured" by a wide zone cleared by HST Rail Authority condemnation. But both experience and Newtonian physics tell us that a train traveling at 120 mph is a "body in motion" which wants to remain in motion until countervening forces (eg: houses being crushed) bring it to a stop.

#1 safety

The same considerations apply to at-grade rails but the potential for a disastrous earthquake motion-induced high speed derailment is much less. And for the case of a rail tunnel, there is no derailment hazard to the overlying development; also, earthquake ground motion is generally lower in mines and tunnels than at the surface for the same seismic event.

We believe that the above considerations support rejection of above-ground HST tracks through residential areas of the San Francisco Peninsula.

#2 underground

Sincerely,

Douglas H. Hamilton,  
2 Bassett Lane  
Atherton, CA 94027

*c:\work\lga\Letters\doug\high\_speed\_rail3.doc*

## San Francisco to San Jose HST

The following letter concerns the High Speed Train (HST) proposed alignment through the heart of the San Francisco mid peninsula area.

California has had a long history of environmental/quality of life disasters and near disasters associated with ill conceived transportation projects through settled areas. Among near disasters ... was the Caltrans plan to cut a freeway through the heart of the City of Eureka in the early seventies. This plan, which would have resulted in the taking and destruction of some 400 houses and businesses by eminent domain and the consequent partitioning of the city, was fortunately stopped by local outrage and pressure.

*#11 intro & background*

Another plan, in north central Los Angeles, involved extending the 710 freeway through urban residential neighborhoods to connect with the 210 freeway. This got as far as taking the property and doing most of the earthwork before the cities of Alhambra and South Pasadena managed to stop the project on legal grounds some 30 years ago. Caltrans and the Los Angeles County Metropolitan Transit Authority are now studying various routes to make the connection via a freeway in a tunnel (mostly in sedimentary rock and through adverse conditions including active faults, natural gas, and potentially contaminated ground). In the Bay Area, Caltrans produced the infamous quality of life and property values-degrading Embarcadero and Cypress elevated freeways in San Francisco and Oakland. The residents of these communities were relieved of these environmental atrocities only by intervention of the Loma Prieta earthquake which so damaged both structures as to necessitate their removal (following prior removal of the bodies of the victims of the partial collapse of the Cypress freeway structure during the earthquake).

Recognizing that there would be some utility in having a high speed rail connection between the Bay Area and Los Angeles, one may ask, as so many concerned potential victims of having a surface (be it in a trench, at grade, or worst of all, elevated) HST occupying the existing Cal Train right of way through the residential heart of the peninsula have done at meetings in the potentially affected cities along the way how can an HST connection be made without destroying property values and quality of life along the right of way.

*#16 property value  
#11 community impact*

In considering the options the current HST planning engineers readily arrived at the same conclusions as the original railroad layout engineers did in the late 19<sup>th</sup> century, namely, run the right of way directly up the axis of the peninsula. But conditions were very different in the late 19<sup>th</sup> century than they have been throughout most of the 20<sup>th</sup>, and certainly as they are now in the early 21<sup>st</sup>. The land was mostly agricultural when the railroad right of way was first surveyed, and the nascent communities along the way were happy to be served by a local rail connection. Residential, commercial and industrial districts grew up and coexisted with the railroad despite some noise, smoke and cinders which were then considered normal. The relatively narrow right of way was almost entirely at grade, could be walked across with relative safety, and so did not significantly divide communities or neighborhoods. But as population has grown, rail commuter use and speeds have increased and with these factors, deaths both at legal grade crossings and intermediate points have increased and the railroad presence is not so friendly as it started out being, even though it is still tolerable and its adverse effects are already factored into property values.

#1 background

#1 community separation

#1 safety

#1 property values

#1 community impacts  
#2 costs

#2 tunnel

The HST however, presents not an incrementally adverse condition but a quantum leap in environmental quality of life and economic adverse impacts on the mid peninsula communities, as has been detailed in meetings and such public commentary as was allowed before such input was terminated by the HST folks. So, what to do? I proposed, during the public commentary part of the meeting in late 2008 in Menlo Park, that if high speed rail had to come to the peninsula, it should by no means be at the surface, but should instead be in a dedicated tunnel or tunnels.

This was not an idle thought on my part since I am a practicing engineering geologist who originally, in 1995, proposed the concept of the Devil's Slide bypass tunnel on Highway One between Pacifica and Montara, and later served as Project Geologist for the final design exploration of the tunnel alignment. Turning to the HST alignment, one sees relatively uncomplicated geologic conditions consisting of generally firm but uncemented alluvial soils, particularly along the crucial Palo Alto-Redwood City section. Tunneling along this alignment employing machines using, existing and well established earth pressure balance technology,

#2 tunnel  
#1 Geology & soils

should be straightforward with no problems either of hard rock or excessively soft (eg: young bay mud) conditions. High ground water may be encountered, but that is simply another design and construction factor to be dealt with. In the meantime Caltrain could operate as it does as present without the inevitable problems, costs, and hazards of trying to maintain service while HST construction proceeds in the same surface right of way, or alternatively, a vast fleet of busses is acquired and set into motion in order to maintain public transit up and down the peninsula. But if public outrage, meaningful decisions based on an honest environment impact assessment, and such legal remedies as can be achieved are not enough, local property owners and communities will pay a huge unmandated subsidy to the HST enterprise in the form of direct monetary losses in lost property values and lost property tax revenues owing to property devaluation, as well as in manifold quality of life ways.

\*1 traffic & circulation

\*2 property values

Douglas H. Hamilton, PhD, C.E.G.  
Consulting Engineering Geologist  
2 Bassett Lane  
Atherton, CA 94027

c:\work\uga\letters\doug\high\_speed\_rail2.doc

## Kris Livingston

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**From:** KATHAM3@aol.com  
**Sent:** Sunday, April 05, 2009 8:31 PM  
**To:** HSR Comments  
**Subject:** "San Francisco to San Jose HST"  
**Attachments:** DontoreHighSpeedTransit\_3.18.09.doc

*#2* Please find our letter which explains our objections to the High Speed Train running along the Pacheco Pass. We think the route along the Altamont Pass is better for the citizens of California since it is a more ecologically sound route, helps the environment by removing more cars from the road at a 4 to 1 ratio and it will cost us less money. In addition the Pacheco Pass route adversely effects beautiful communities with expensive residential properties. *J#4 cost*

Please find my letter which outlines our objections. Thank you, Kathy Hamilton

cell: 650-281-7200  
fax: 650-523-4777

*J#9*  
*J#11*

*J#6 property value*  
*#9.*

---

Feeling the pinch at the grocery store? Make dinner for \$10 or less.

**Jeff & Kathy Hamilton  
121 Forest Lane  
Menlo Park, CA 94025  
Phone (650) 330-0203**

April 6, 2009

Mr. Dan Leavitt  
Deputy Director  
Attn: San Francisco to San Jose, California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814  
Email: comments@hsr.ca.gov

Mr. David Valenstein  
Environmental Program Manager  
Office of Railroad Development, Federal Railroad Administration  
1200 New Jersey Avenue, SE (Mail Stop 20)  
Washington, DC 20590

**Re: San Francisco – San Jose High Speed Rail (“Project”)(“HSR”)**  
Gentlemen:

In connection with the EIR/EIS on above referenced Project, I write this letter of comment as a resident of Menlo Park whose home is on Forest Lane, the cul de sac which crosses Stone Pine Lane, the proposed Right of Way (“R.O.W.”)

As I understand HSR decisions to date, design calls to:

- a) Widen existing R.O.W. to accommodate at least 4 tracks *#2 ROW number of tracks*
- b) Remove trees/vegetation along and above track *#1 B10*
- c) Construct 20 – 30 foot walls on either side of R.O.W. *#1 noise #2 walls*
- d) Either elevate tracks to 20" or more or put track in trundle. *#2 elevated track(s)*
- e) Use existing UPRR/Caltrain R.O.W. as Routing; *#6 run*

My comments on the Project are as follows:

The idea of effective efficient high speed rail (“HSR”) could be a good one if done correctly. I believe the many issues regarding routing, design, construction, operation and

77  
I-SM  
(cont.)

financing can be resolved so the system can be built. However, the routing design and construction of HSR through San Francisco Peninsula area is a major issue. The peninsula communities are well developed, thriving with a good mix of housing and commercial activity. HSR poses a large risk to the health and vitality of these communities. I suggest you strongly consider the train route that would start in San Jose rather than run through the Peninsula.

My specific comments below address specific physical factors to be analyzed in our area of Menlo Park. In addition, there are a variety of more general planning, development and land use issues in Menlo Park to be considered.

First, given design decisions including track location (either elevated or in tunnel), there is a distinct possibility that R.O.W. will create a no-man's land for some considerable distance from both sides of R.O.W. The risks of this no-man's area to adjacent residents are myriad. I would expect issues of crime reduced property values, reduced levels of property maintenance, decreased economic activity, and increased local police costs among others.

This linear design cuts through now vibrant communities which will be significantly affected. These impacts are physical, environmental and socio-economic. The impact on Menlo Park will be significant and perhaps quite adverse. It certainly will affect a considerable change in the economic and land use patterns in our community. Those issues must be fully analyzed, considered and mitigated before any final decisions are made with respect to HSR in our community.

Second, these impacts must be considered in context of new local land use and general plan elements to address this new physical reality. These plans must be adopted before any construction on the HSR starts.

Third, I believe it quite appropriate and necessary that HSR assume all of the costs of the preparation of these plans, including analysis of the adverse impacts on the surrounding areas, efforts to revitalize the no-man's land to be created and to mitigate the costs and adverse impacts on the Project.

Fourth, because the proposed R.O.W. runs through middle of many residential communities, the risks are high that construction and operation of High Speed Rail will be very damaging to persons such as myself who live along R.O.W. impacts on me during planning, design, construction and operation of High Speed Rail are likely to be many and will include:

- a) Loss of value in my home which includes an expensive renovation just completed in 2008 this past summer. ] #6 property value
- b) Increased difficulty in selling home- there is a stigma today due to the proposed train route ] #6 property rights

- c) Increased difficultly refinancing my house because of loss of value and lack of other sales; #6 property rights
- d) Physical damage to home and personal property from such factors as noise, vibrations, sound waves, air pressure changes caused by high speed limits; #1 noise  
#1 air quality  
#1 aesthetics  
#6 property Value
- e) Loss of quality vehicular and pedestrian access to my home; #1 traffic
- f) Increased damages from sunlight caused by removal of canopy trees. #1 B10
- g) Loss of enjoyment caused by removal of canopy trees and all vegetation along R.O.W.; #1 B10  
#1 recreation
- h) Visual blight caused by high separation walls. #1 aesthetics
- i) Loss of privacy from trains traveling at high speeds on elevated tracks. #1 safety
- j) Increased light pollution cause by elevated track lighting and attendant track lighting needs. #1 aesthetics

It is one thing to study and propose such a complex High Speed Rail system for our community, it is quite another thing to construct and operate such a system in a manner that doesn't destroy the lives and homes of people living nearby or along the R.O.W. The Peninsula has some of the most expensive properties in Northern California. There is a major burden on those proposing such a Project to analyze fully and fairly the environmental and socio-economic impacts of such Project.

There are thousands of families and homes in our area alone, who are counting on you to make the right decisions.

In my view, the right decision is impartially a) study the various impacts of such a Project on both the natural environment and the existing communities along the R.O.W. and b) mitigate all of the adverse environmental and economic impacts of the Project on the area and people affected. Anything less is unacceptable.

Sincerely,

Jeff and Kathy Hamilton  
121 Forest Lane  
Menlo Park, Ca. 94025  
650-330-0203  
Katham3@aol.com

#6  
property  
rights

#1  
all  
environmental  
economic  
impacts.

## Kris Livingston

From: Stephen Hamilton [hamilton@elaconsultinggroup.com]  
Sent: Sunday, April 05, 2009 5:04 PM  
To: HSR Comments  
Cc: council@burlingame.org  
Subject: High Speed Rail and the Peninsula

In response to the request for comments from the High Speed Rail agency, I as a long time resident of Burlingame and a supporter of the High Speed Rail initiative wish to ensure that the agencies have my comments on the proposed construction through our town.

- Although I support the overall concept of high speed rail I am very concerned about its negative social and economic impacts on our community.
- The agency has been very fortunate to come to an agreement with Caltrain for the sharing of the right of way. The agency and Caltrain must remember that this was funded by San Mateo County residents and to date neither Santa Clara or San Francisco counties have contributed to this investment.
- The agency must consider that it is the citizens of Burlingame and the other Peninsula towns who will have to endure their town being disrupted during construction and endure the much longer lasting impacts of a rail system that could effectively physically divide our communities. *#1 EJ*
- The agency must consider all alternatives including subterranean, depressed, at grade and elevated tracks and not dismiss any alternatives simply because of initial costs.
- It is for the agency, not the community, to bear the costs for the ultimate configuration of the tracks. It is not for the agency to simply find the cheapest way to bring the trains through our city.
- The economic and social impacts to our community must be weighed when evaluating the economics of any alternative track configuration.
- We will demand that we receive economic benefit from the investment of public money and not become a scarred township serving a dubious civil engineering investment.

Stephen Hamilton  
Partner

① +1 650 255 3003 (m)  
✉ +1 650 347 2438 (o)  
📠 +1 650 343 2687 (f)  
✉ [hamilton@ELAConsultingGroup.com](mailto:hamilton@ELAConsultingGroup.com)  
🌐 [www.ELAConsultingGroup.com](http://www.ELAConsultingGroup.com)  
➲ <http://www.linkedin.com/in/stephenahamilton>  
👑 sahamilton



ela consulting group

This message (including any attachments) may contain confidential information intended for a specific individual and purpose, and is protected by law. If you are not the intended recipient, you should delete this message. Any disclosure, copying, or distribution of this message, or the taking of any action based on it, is strictly prohibited.

Kris Livingston

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From: cris.hart@comcast.net  
Sent: Friday, March 06, 2009 7:44 PM  
To: HSR Comments  
Cc: cris.hart@comcast.net; crishart@mccune.com  
Subject: San Francisco to San Jose HST

I suggest that High Speed Rail Planning on the SF-SJ corridor take advantage of the abandoned rail yard in Brisbane as a regional base for service, repair and staging of High Speed Trains. This property, which begins at the southern border of San Francisco, is unused at this time and awaiting development. There would be economic, environmental and sustainability advantages to both the HST and the Community by using this property.

The area is a former Railyard, abandoned since 1982. No other area on the corridor has this much land, free of development, adjacent to the rail line.

Initial building of the HST improvements on this corridor, especially the tunnels, could benefit from creating a temporary construction area for the equipment used in track upgrades. That area could then be transitioned to a Railyard for the passenger consists when operation begins.

HST railcars could be assembled and tested at this facility as it within several miles a seaport with freight rail service.

It is at the northern terminus of the HST line and provides an ideal location for daily maintenance, repairs, cleaning, and storage of railcars and engines just miles from the San Francisco Transbay Terminal, where space and real estate costs will make this work more costly.

The Railyard is the northernmost location before the height and width restrictions of the four tunnels in San Francisco.

Building a rail service locations with modern environmental practice will minimize the carbon footprint of cleanup of part of this site. The area is already graded for a Railyard, remediation of contaminants for an industrial use like this can be accomplished more easily than cleaning it to standards for general public access.

The city of Brisbane and community will benefit from the quality service jobs provided by HST building, maintenance and repairs.

The carbon footprint of this section could be reduced by taking advantage of this geographic proximity to San Francisco.

I make these comments as a resident of the city where this property is, Brisbane California. I have also written comments on this matter regarding the historic roundhouse on the property that I am working to preserve. I would welcome the chance to discuss this area further, as I know there is already consideration of the property for this purpose, but I don't think the benefits are explained clearly to the public.

Thank you again for your attention.

#2 maintenance facility

#2 maintenance facility construction phasing

#2 maintenance facility  
#1 climate change  
AIR quality  
#economic comm.  
#2 maintenance facility

#1 climate change  
AIR quality

#1 historic resources

Sincerely,

Cris Hart  
223 Mariposa Street, Brisbane, CA 994405  
415 254 7931

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 4:06 PM  
**To:** Kris Livingston  
**Subject:** FW: Underground!!!

**From:** Lynn Hawthorne [mailto:[hawthorne@driverslicenseguide.com](mailto:hawthorne@driverslicenseguide.com)]  
**Sent:** Monday, April 06, 2009 12:16 PM  
**To:** HSR Comments  
**Cc:** [shane@servepath.com](mailto:shane@servepath.com)  
**Subject:** Underground!!!

You can not have a high-speed train whipping through a heavily populated area, including across the street from the high school. Above ground is an absolute monstrosity for a bedroom community. We say dig, dig, dig!!!

Lynn Hawthorne & Shane Spiegelman  
924 Oak Grove Avenue  
Burlingame, CA 94010  
650-343-1102

#1 PUBLIC  
SERVICES  
(SCHOOL)  
#2  
Underground

Internal Virus Database is out-of-date.  
Checked by AVG.  
Version: 7.5.557 / Virus Database: 270.11.32 - Release Date: 3/30/2009 12:00 AM

**Kris Livingston**

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**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:14 PM  
**To:** Kris Livingston  
**Subject:** FW: Please re-route HSR

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**From:** Susannah Hill [mailto:susannah.hill@gmail.com]  
**Sent:** Monday, April 06, 2009 4:16 PM  
**To:** HSR Comments  
**Subject:** Please re-route HSR

Hello,

This is a note to register my objections to routing the high speed rail through the peninsula between San Jose and San Francisco. The area is densely settled and will be expensive to build on. The disruption in our neighborhood will be enormous.

Best,  
Susannah Hill  
32 Willow Rd  
Menlo Park CA 94025

#1 oppose  
#2 alternative route  
San Jose



# Scoping Period Comment Form

San Francisco to San Jose Section

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## Meeting Date/Location

February 25 - Millbrae    February 26 - Palo Alto    March 4 - Redwood City

Name (please print): Melissa Hippard City: Redwood City State: CA Zip: 94063

Title (if applicable): \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_ E-mail: \_\_\_\_\_

Address: 227 A ST RWC CA 94063

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

I would like to see incentives to city's w/ stations to reduce parking. Bike, ped, bus, train links should be prioritized. No More parking lots or structures. Possible exception for EVs

Can the creation of the HSR on the peninsula be leveraged to ensure TOD @ stations and completion of the Grand Boulevard initiative?

Grade separations should ① facilitate HSR, ② ensure East - west transit but not further enhance auto mobility, how could HSR help improve non-auto mobility on the peninsula?

CA HSR should adopt a zero waste policy for all construction phases - Monitor and penalize

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Contractors who don't comply

**Fold and Tape Completely Before Mailing**

## Kris Livingston

From: Carol Hoffman [hoffmanc1@sbcglobal.net]  
Sent: Tuesday, March 24, 2009 12:04 PM  
To: HSR Comments  
Subject: Stop high speed rail

To my representative:

I voted for Prop 1A in support of alternative, efficient transportation linking our communities--including mine, Menlo Park. In the optimism surrounding the presidential campaign, many supporters like me assumed we'd be in an economic growth cycle that made such ambitious projects feasible. But we aren't. This project no longer makes any fiscal sense. In the presidential election, this proposition

#7 Prop 1A

did not get the attention it deserved, nor was there sufficient information for voters to visualize how the rail system would be implemented. I've now seen the visualized plan for my community, and it's a blight on our attractive downtown--it reminds me of the Great Wall of China bisecting a tree-friendly suburban California town.

#1 Aesthetics  
Community  
Separation

This isn't what I want, nor what my community wants--and I bet if all California voters viewed the plans for their communities, the majority would be opposed, based equally on the economy and the hasty designs without informed local review or local impact studies. If this project had the same oversight as any commercial development, it would be halted immediately for lack of proper impact studies, environmental safeguards, and opportunity for public review in every affected community. This project has become a runaway train that will wreck California, and we didn't have a chance to see it coming. As my representative, I ask that you take every action to STOP high-speed rail immediately.

#7 Transparency

Carol Hoffman

#1 Conclusion

hoffmanc1@sbcglobal.net  
1756 Croner Avenue  
Menlo Park, CA 94025  
650-321-1926

Thomas D. Holt  
40 Moulton Dr.  
Atherton, CA 94027

February 24, 2009

Mr. Dan Leavitt, Deputy Director  
ATTN: San Francisco to San Jose HST Project  
EIR/EIS--California High-Speed Train Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt,

I read with interest this article in the Palo Alto Weekly:  
[http://www.paloaltonline.com/news/show\\_story.php?id=11302](http://www.paloaltonline.com/news/show_story.php?id=11302)

The HST is a major issue, especially for those of us living near the tracks. Born in Menlo Park, and a long-time resident of Atherton, I consider it essential that the train have minimal impact on our communities.

The tunnel idea probably won't fly due to cost, geology, and ground water, but a trench deep enough to provide non-elevated street overpasses, might be a good option through the Palo Alto to Redwood City corridor—better than a dividing, unsightly, and noisier elevated platform.

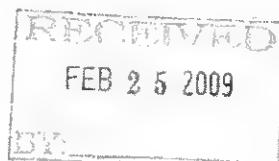
Please give the below-grade trench option serious consideration.

Thank you,



Thomas D. Holt  
[tom@surf wax.com](mailto:tom@surf wax.com)

#1 background  
#2 tunnel  
#1 Geology & soils  
#1 groundwater  
#2 trench  
#1 noise  
#1 Aesthetics



I-SM84



# Scoping Period Comment Form

San Francisco to San Jose Section

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## Meeting Date/Location

February 25 - Millbrae  February 26 - Palo Alto  March 4 - Redwood City

Name (please print): DALE HOPFELICK City: MENLO PARK State: CA Zip: 94025

Title (if applicable): \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_ E-mail: DHOPFELICK@SBCGLOBAL.NET

Address: 1155 ALTSCHUL AVE, MENLO PARK, CA 94025

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

- 1) Why the big loop from Sylmar to Palmdale seems to add quite a few miles? 11 OVERALL HSR PROJECT
- 2) It seems to me that after hearing all the questions connected to the Caltrain corridor, grade separations, and the whole question of Caltrain coordinate that the only alternative for the Peninsula is elevated tracks with piers for support. (Not a Berlin Wall) 2 ELEVATED TRACKS
- 3) Is anyone looking into the latest technology for noise reduction. This is an obvious necessity for an elevated alignment (and for environmental) 1 NOISE INPUT TO ENVIRONMENT

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

BEST OF LUCK. I SUPPORT HSR STRONGLY! 8 SUPPORT

ISM 85

## Kris Livingston

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**From:** Sandra Horwitz [sandra@thalcon.com]  
**Sent:** Sunday, March 29, 2009 9:03 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HSR

Dear committee,

I would like to voice my opposition to running the High Speed Rail tracks down the peninsula. By building the extended wide railroad tracks that will need a grade separation you will cut many communities in half – this cannot possibly outweigh the benefits of having high-speed rail access. My neighborhood, for example, will be cut off from walking to downtown – this will severely affect local businesses and impact sales tax revenues. Additionally, even though I would prefer to take a train to Los Angeles from San Jose (Caltrain as it is currently configured is a perfect way of getting to San Jose from all parts of the peninsula, including San Francisco), I feel that it will probably not be cost –effective (i.e. more expensive and inconvenient than taking a plane from San Francisco or San Jose). The studies I have read mention that in order to provide fast rail service at a reasonable cost, the high speed rail authority would have to provide service that is twice as good and much less expensive than that in countries with long-term experience with high speed rail such as Japan and France, this seems highly unlikely. Please consider building the tracks from San Jose to Los Angeles first and see whether it will be time and cost effective before planning to rip all of the peninsula communities apart. I don't know if you've ever taken the current train to Los Angeles, but its tracks are completely outdated and shared with freight trains. A trip from San Jose to Santa Barbara on the Coast Starlight a few years ago took over 7 hours with at least a 2 hour delay along the way. There is much open terrain on which you can practice building a variety of high speed rail tracks between San Jose and Los Angeles without directly impacting the lives and livelihoods of communities on the peninsula.

#9 opposition  
#2 Grade separation  
#1 Community separation  
#1 Local businesses  
H3 Travel time  
H5 Operation cost

#2 Construction phasing

Sincerely,

Sandra Horwitz  
348 Encinal Ave  
Menlo Park



# Scoping Period Comment Form

San Francisco to San Jose Section

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**Meeting Date/Location**

January 22 - San Mateo County    January 27 - San Francisco County    January 29 - Santa Clara County

Name (please print): Kiyoko Huang City: San Mateo State: CA Zip: 94401

Title (if applicable): \_\_\_\_\_ Phone: (650) 255-4501 Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_ E-mail: skysrfer@earthlink.net

Address 615 Woodside Way #D, San Mateo, CA 94401

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Our No. 1 concern is any eminent domain that might be exercised. We firmly believe that it would be highly unfair to the property owners if any necessary eminent domain would buy out the affected real properties at a lowered price which was caused in the first place by the imminent HSR project. The property price should not be discounted by lowering the property value which was caused by the HSR project. Also, the property price in any case should not be lower than the value based on which the San Mateo County has assessed the property taxes which we have paid so far. It would be totally unfair to the property owners if the government tries to assess the property values inconsistently, i.e., trying to assess a higher value when the assessing purpose is for determining a property tax on one hand, and trying to assess a lower value when the assessing purpose is for buying out the land property on the other hand, both at the high expenses of the taxpayers, especially those taxpayers like us who have been doing our part by having paid all of the expensive property taxes assessed by the government in a timely manner.

Our condo complex has the total 16 units. Eight of these 16 units are closer to the existing Caltrain tracks than the other eight units. We strongly urge the HSRA, if possible in any way, to consider exercising any necessary eminent domain only on those eight units that are much closer to the Caltrain tracks and would absolutely need to be moved out of the way for the HSR as opposed to all of the 16 units in the complex (since not all of the 16 units are very close to the Caltrain tracks and in the way).

We also strongly urge the HSRA to seriously consider using an underground tunnel or an overhead rail to avoid exercising any eminent domain. The underground and overhead alternatives have proven to be very successful viable alternatives. Japan has utilized them with their bullet trains in the urban cities with large populations and proven their advantages by mitigating unfair eminent domains. Our San Francisco Bay Area's own BART has utilized them very successfully as well. We understand that these alternatives might be more costly, but we also believe that they would also create many and possibly more job opportunities with longer terms than the currently planned method. We understand that a major advantage for the HSR is job creation, and thus believe that these alternatives would create a win-win situation in that they would create more and longer-term jobs and would also save the costs of buying out the properties that would be affected by the eminent domain alternative. The costs saved could then also be applied to cover the higher costs of these alternatives. In any way, deciding a proper method among all possible alternatives should be up to each city where the HSR will run through since each city should have its own interests in the HSR and its own special landscape along the planned HSR routes. In addition, some cities may be interested in helping with funding for building underground tunnels or overhead rails.

Another alternative which we strongly urge the HSRA to seriously consider is not having the HSR parallel the already existing tracks between San Francisco and San Jose by BART and Caltrain since both BART and Caltrain are already running and satisfying the needs of commuters and travelers, including their planned extensions. The HSRA should find alternative routes through the San Francisco Bay Area where we can mitigate the eminent domain issues as much as possible (possibly by running through East Bay rather than the Peninsula). We believe that the property owners who are already suffering lower values of the properties due to being adjacent to the BART and Caltrain tracks should not get any more burdens, damages and losses in their property values (in addition to going through physically moving out of the properties where they have been comfortably settled).

In conclusion, while we appreciate and understand all the benefits that have been presented for creating the HSR, we firmly believe that, if any eminent domain were to be exercised, it would not be fair and just to the property owners who would be affected by eminent domain, as the imminent HSR project would necessarily decrease the value of the affected properties (even if it has not already done so). We strongly urge the HSRA to put itself in our position and consider fair and just compensation to the property owners if eminent domain is truly necessary and the only way to make the HSR possible.

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FEB 19 2009

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**Fold and Tape Before Mailing**

ISM-87



# Scoping Period Comment Form

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Meeting Date/Location

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print): York Huang City: San Mateo State: CA Zip: 94401

Title (if applicable): \_\_\_\_\_ Phone: (408) 859-2256 Fax: \_\_\_\_\_

Organization/Business (if applicable): theesq6672@yahoo.com

Address 615 Woodside Way #D, San Mateo, CA 94401

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

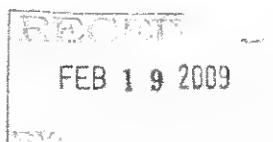
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Fold and Tape Before Mailing

#6 property value

I-SM 88

# Scoping Period Comment Form



CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

c/o **HNTB**

1330 Broadway, Suite 1630  
Oakland, CA 94612

SAN FRANCISCO CA 941

13 FEB 2009 PM 4 T



Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

5551443704

||||||||||||||||||||||||||||||||||||

**Kris Livingston**

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**om:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:50 PM  
**To:** Kris Livingston  
**Subject:** FW: Completed Scoping Period Comment Form for SF to SJ Section  
**Attachments:** Scoping Period Comment YH 2-18-09.pdf

**From:** York Huang [mailto:[theesq6672@yahoo.com](mailto:theesq6672@yahoo.com)]  
**Sent:** Sunday, February 22, 2009 12:43 PM  
**To:** HSR Comments  
**Subject:** Completed Scoping Period Comment Form for SF to SJ Section

Dear Sir/Madam:

Attached please find my Scoping Period Comment Form which I have also sent by regular mail. | #11

Thank you, and best regards,  
York Huang

Attached  
~~the~~ Email is duplicative of 1SM-88

Duplicate Letters  
↓



# Scoping Period Comment Form

San Francisco to San Jose Section

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City: San Mateo State: CA Zip: 94401

Title (if applicable):

Phone: (408) 859-2256 Fax:

Organization/Business (if applicable):

E-mail: theesq6672@yahoo.com

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We also strongly urge the HSRA to seriously consider using an underground tunnel or an overhead rail to avoid exercising any eminent domain. The underground and overbead alternatives have proven to be very successful viable alternatives. Japan has utilized them with their bullet trains in the urban cities with large populations and proven their advantages by mitigating unfair eminent domains. Our San Francisco Bay Area's own BART has utilized them very successfully as well. We understand that these alternatives might be more costly, but we also believe that they would also create many and possibly more job opportunities with longer terms than the currently planned method. We understand that a major advantage for the HSR is job creation, and thus believe that these alternatives would create a win-win situation in that they would create more and longer-term jobs and would also save the costs of buying out the properties that would be affected by the eminent domain alternative. The costs saved could then also be applied to cover the higher costs of these alternatives. In any way, deciding a proper method among all possible alternatives should be up to each city where the HSR will run through since each city should have its own interests in the HSR and its own special landscape along the planned HSR routes. In addition, some cities may be interested in helping with funding for building underground tunnels or overhead rails.

Another alternative which we strongly urge the HSRA to seriously consider is not having the HSR parallel the already existing tracks between San Francisco and San Jose by BART and Caltrain since both BART and Caltrain are already running and satisfying the needs of commuters and travelers, including their planned extensions. The HSRA should find alternative routes through the San Francisco Bay Area where we can mitigate the eminent domain issues as much as possible (possibly by running through East Bay rather than the Peninsula). We believe that the property owners who are already suffering lower values of the properties due to being adjacent to the BART and Caltrain tracks should not get any more burdens, damages and losses in their property values (in addition to going through physically moving out of the properties where they have been comfortably settled).

In conclusion, while we appreciate and understand all the benefits that have been presented for creating the HSR, we firmly believe that, if any eminent domain were to be exercised, it would not be fair and just to the property owners who would be affected by eminent domain, as the imminent HSR project would necessarily decrease the value of the affected properties (even if it has not already done so). We strongly urge the HSRA to put itself in our position and consider fair and just compensation to the property owners if eminent domain is truly necessary and the only way to make the HSR possible.

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

## Kris Livingston

---

**From:** Richard Huie-Buckius [rhuiebuckius@hotmail.com]  
**Sent:** Monday, April 06, 2009 10:56 AM  
**To:** HSR Comments  
**Subject:** Fw: City of Burlingame CA: High Speed Rail... deadline for comments!

Hello,

I am a resident of Burlingame and would like to show my support for the High Speed Rail project passing through my city. I am a big proponent of public and other sustainable transportation options, and have been a regular user of CalTrain for more than a dozen years.

I would like to request that the HSR Authority work with CalTrain to eliminate grade crossings and improve pedestrian safety in Burlingame as part of this project, and minimize the extent to which elevated tracks are used to do so. I.e. tunnels and trenches are preferred, but some track elevation may understandably be necessary.

Support  
Safety  
Tunnels/trench

Thanks and good luck with the project!

Richard Huie-Buckius  
(650) 302-3132

**From:** e-news@burlngame.org  
**Sent:** Sunday, April 05, 2009 4:31 PM  
**To:** rhuiebuckius@hotmail.com  
**Subject:** City of Burlingame CA: High Speed Rail... deadline for comments!

**High Speed Rail... deadline for comments!**  
Reminder...

Monday, April 6th, is the last day to send your comments to the High Speed Rail Authority. The e-mail address is:

More information [here](#).

To change your eSubscriptions preferences, click the following link:  
<http://www.burlngame.org/index.aspx?page=21&subscriberguid=aaf06a2c-80d7-4db0-bd85-7dd14c836186>

To unsubscribe from all City of Burlingame CA eSubscriptions, please click the following link:  
<http://www.burlngame.org/index.aspx?page=21&subscriberguid=aaf06a2c-80d7-4db0-bd85-7dd14c836186&unsubscribe=1>



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

February 25 - Millbrae

February 26 - Palo Alto

March 4 - Redwood City

Name (please print): Peter Huo

City: Millbrae

State: CA Zip: 94030

Title (if applicable): \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

E-mail: \_\_\_\_\_

Address: 576 Hemlock Ave, Millbrae, CA 94030

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

A reasonable alternative such as having passengers on High-Speed train disembark in San Jose and transfer to Bullet train from Cal train only stop at Palo Alto or Redwood City, Millbrae to San Francisco. This is the easy way to do and it will save a lots of Tax payer's money.

#3 Transfer between systems  
#2 Different station locations

We urge the High-Speed Rail Authority to seriously consider the reasonable Alternative option before considering the proposed route along the existing Cal train tracks.

#2 Different alignment

We very appreciated your consideration.

MAR 10 2009

I-SM 91

576 Hemlock Ave  
Millbrae, CA 94030

MAR 9 2009

March 1, 2009

California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**Re: Resident's Comments on High Speed Rail on the Cal Train Tracks**

Dear Mr. Dan Leavitt,

We are writing to submit comments on the proposal to run the California High Speed Rail along the Cal Train Tracks in Millbrae. Because this route will run along the perimeters of our property, we have specific and serious concerns about the significant impact the proposed plan will have on our home. Our concerns are outlined below:

**LOSS OF PROPERTY TO EMINENT DOMAIN:** We are concerned that the proposed widening of the Cal Trains Tracks will lead to loss of our property through Eminent domain. This is our foremost concern. We have lived in our home on Hemlock Ave for over 25 years. We plan to live in our home in our retirement and have no desire or intention to relocate. Given the lack of affordable housing in Millbrae and in the Peninsula, other residents near us no doubt feel similarly.

*We request that the California High-Speed Rail Authority considers all alternative routes thoroughly and prioritize the preservation of homes along the rail corridor.*

**NOISE AND VIBRATION DURING CONSTRUCTION:** Secondly, we are concerned about noise and vibration during construction of a heavy rail line. We have witnessed this first hand during the construction of the BART extension to the Millbrae Station. We are particularly concerned about vibration and potential damage to our property.

*We request that the California High-Speed Rail Authority undertake an Environmental Impact Report that will propose appropriate mitigation for effects of noise and vibration during construction.*

**NOISE AND VIBRATION AFTER CONSTRUCTION:** Thirdly, we are concerned about noise and vibration of a high speed heavy rail running along the perimeters of residential homes.

*We request that the California High-Speed Rail Authority undertake an Environmental Impact Report that will consider a solution to minimize and mitigate noise and vibration impact on*

#1 intro

#2 eminent domain

#3 alternate alignments

#4 noise  
#5 vibration  
#6 construction impacts

#7 noise  
#8 vibration

residential home.



**SUITABILITY OF A HIGH SPEED RAIL ALONG A DENSELY POPULATED RESIDENTIAL CORRIDOR:** Lastly, we question the suitability of running a high speed heavy rail along the heavily populated residential communities of the Peninsula. Such a route creates concerns not only about environmental impact but also about safety.

#1 safety

#### SUMMARY

We are a quiet residential neighborhood. We along with our neighbors have already been severely impacted by the development of mass transit along the perimeters of our property. A high-speed heavy rail along a densely populated residential neighborhood raises serious concerns about loss of property, noise, vibration, and safety.

#1 noise  
#1 vibration  
#1 safety  
#1 eminent domain

We urge the California High-Speed Authority to seriously consider alternate routes through less populated areas before considering the proposed route along the existing Cal Train tracks.

#1 alternate alignment

Sincerely,

Shue Fen Huo, Peter Huo

**Kris Livingston**

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**From:** Shue Huo [poposhue@gmail.com]  
**Sent:** Sunday, March 08, 2009 1:09 PM  
**To:** HSR Comments  
**Subject:** comments

California High-Speed rail authority,

We thought a reasonable alternative such as having passengers on the High-Speed train disembark in San Jose and transfer to Bullet Train from Cal Train only stop at Palo Alto or Redwood City, Millbrae to San Francisco. This is the easy way to do and it will save a lots of taxpayer's money. #5 funding sources

We urge the High-Speed rail authority to seriously consider the reasonable alternate option before considering the proposed route along the existing Cal train tracks. #2 alternate route

The residence of Burlingame, Millbrae and San Bruno



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

February 25 - Milbrae

February 26 - Palo Alto

March 4 - Redwood City

Name (please print): Shie Huo

City: San Bruno

State: CA Zip: 94066

Title (if applicable):

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Organization/Business (if applicable):

Address: 333 El Camino Real, San Bruno, CA 94066

E-mail: \_\_\_\_\_

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

The reasonable Alternative such as having passengers on the High-Speed Train disembark in San Jose and transfer to Bullet Train from Cal Train only Stop at Palo Alto or Redwood City, Milbrae to San Francisco. This is the easy way to do and it will save a lots of Taxpayer's money.

#3 Transfer between system  
#2 Different station locations

We urge the High-Speed Rail Authority to seriously consider the reasonable alternative option before considering the proposed route along the existing Cal Train tracks.

#2 Different alignment

We very appreciated your consideration !

MAR 10 2009

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

**Fold and Tape Completely Before Mailing**

94  
ISM

## Kris Livingston

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**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:46 PM  
**To:** Kris Livingston  
**Subject:** FW: san francisco to san jose HST

**From:** GIsoardi@aol.com [mailto:GIsoardi@aol.com]  
**Sent:** Friday, February 27, 2009 2:15 PM  
**To:** HSR Comments  
**Cc:** Donnaraffa@aol.com  
**Subject:** san francisco to san jose HST

I am a citizen of San Mateo. I grew up on the peninsula and am very concerned about the high speed rail system that is planned to go down the peninsula. No one told voters it would be going down the peninsula and would be built above the ground and up in the air with a massive wall. I am vehemently against this proposal. It would be a very ugly addition to the beautiful peninsula. It would create a massive wall and division down the peninsula in addition to any noise pollution.

Please let the peninsula citizens vote on this issue to see if they want it with the wall. You also need to do a PR campaign to notify peninsula citizens about what is planned (most are unaware of what's going on) and the impact to them and their community, especially if some may lose their houses due to eminent domain. Maybe it could be re-routed or stop in san jose or some part of the south bay or east bay.

Gary Isoardi  
Concerned citizen

#9  
#1 Aesthetics,  
Env Justice  
NWB  
#2 wall  
#2 ACT  
Parte  
#6  
eminent  
domain

**A Good Credit Score is 700 or Above. See yours in just 2 easy steps!**

## Kris Livingston

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**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 4:06 PM  
**To:** Kris Livingston  
**Subject:** FW: Public Comments for San Jose to San Francisco Segment by Jonas

**From:** James Jonas [mailto:jamesjonas@fatatlas.com]  
**Sent:** Monday, April 06, 2009 12:29 PM  
**To:** HSR Comments  
**Cc:** kennerley@pbworld.com; James Jonas; Lynn Chou Jonas  
**Subject:** Public Comments for San Jose to San Francisco Segment by Jonas

Full Comments are attached as a PDF file.

Comment Summary: In this submission, we would like to address two areas. First, we recommend the CHSRA investigates a grade strategy using a two-tiered tunnel (HST & BB lower, Local & Freight upper), where the upper tier may be opened to the air, in what we call a **HAT Trench**. Second, we support **Redwood City** as the best station location if CHSRA decides to construct an additional peninsula station.

*undergrounding*

*#2 Different Alignment*

*#2 Station location*

Thank you,

James Jonas

Lynn Chou Jonas

## Kris Livingston

---

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 4:03 PM  
**To:** Kris Livingston  
**Subject:** FW: Public Comments for San Jose to San Francisco Segment by Jonas  
**Attachments:** HST Public Comment for SJ to SF Segment - by Jonas Final Version.pdf

**From:** James Jonas [mailto:[jamesjonas@fatatlas.com](mailto:jamesjonas@fatatlas.com)]  
**Sent:** Monday, April 06, 2009 1:14 PM  
**To:** HSR Comments  
**Cc:** [kennerley@pbworld.com](mailto:kennerley@pbworld.com); [jlitzinger@hntb.com](mailto:jlitzinger@hntb.com); James Jonas; Lynn Chou Jonas  
**Subject:** Re: Public Comments for San Jose to San Francisco Segment by Jonas

Please disregard the previous PDF file, which was an earlier version of the comments. Attached is the final version of the comments.

James Jonas

On Mon, Apr 6, 2009 at 12:38 PM, James Jonas <[jamesjonas@fatatlas.com](mailto:jamesjonas@fatatlas.com)> wrote:

Full Comments are attached as a PDF file.

Comment Summary: In this submission, we would like to address two areas. First, we recommend the CHSRA investigates a grade strategy using a two-tiered tunnel (HST & BB lower, Local & Freight upper), where the upper tier may be opened to the air, in what we call a **HAT Trench**. Second, we support Redwood City as the best station location if CHSRA decides to construct an additional peninsula station.

#2 tunnel  
#2 Station

Thank you,

James Jonas

Lynn Chou Jonas

--  
James Jonas  
Gogog Inc  
cell:650 867-0259 skype:james\_jonas  
[jamesjonas@fatatlas.com](mailto:jamesjonas@fatatlas.com) (email/gtalk)  
<http://JamesJonas.com>

All Correspondence is Confidential

**To:** Mr. Dan Leavitt, Deputy Director  
 California High Speed Rail Authority  
 925 L Street, Suite 1425  
 Sacramento, CA 95814  
[comments@hsr.ca.gov](mailto:comments@hsr.ca.gov)

**CC:** Gary Kennerley, P.E. Associate Vice President, HNTB:  
[kennerlev@pbworld.com](mailto:kennerlev@pbworld.com)  
 John W. Litzinger, P.E. Regional Manager, CHSRA: [jlitzinger@hntb.com](mailto:jlitzinger@hntb.com)

**From:** James Jonas and Lynn Chou Jonas  
 PO Box 367  
 Redwood City, California 94064  
 e-mail: [JamesJonas@FatAtlas.com](mailto:JamesJonas@FatAtlas.com) and [LCCJonas@yahoo.com](mailto:LCCJonas@yahoo.com)

**Date:** April 6<sup>th</sup>, 2009

**Subject:** San Francisco to San Jose HST: Rail Grade Level

Dear CHSRA,

Thank you for hosting the information meeting on March 4 in Redwood City and extending the EIR scoping comment period to April 6, 2009. We are strong supporters of the public transit system and are delighted to see the HST project moving forward. In this submission, we would like to address two areas. First, we recommend the CHSRA investigates a grade strategy using a two-tiered tunnel (HST & BB lower, Local & Freight upper), where the upper tier may be opened to the air, in what we call a HAT Trench. Second, we support Redwood City as the best station location if CHSRA decides to construct an additional peninsula station.

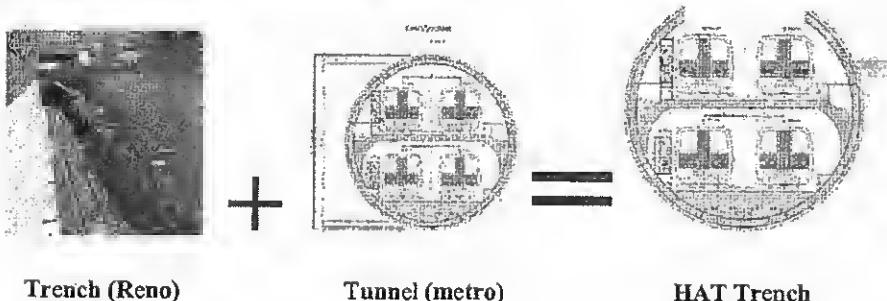
### HAT Trench

While we are in support of the HST project, we are sensitive to the potential impact of HST in terms of noise, visual quality & aesthetics, community impacts, cost and long term flood hazards. In the spirit of creative civic imagination and to best address these issues we recommend that the CHSRA investigates an alternative, which we call a HAT Trench (Hybrid, Adaptive and Tiered Trench). A HAT Trench is a two-level tunnel with the lower tier dedicated to HST and Baby Bullet, and the upper tier for local CalTrain and freight. The top of the upper tier, which is open to the air, may be fitted with various keystones (an arched cap). These keystones may be mass customized according to need (air exchange/security, street bridge, walking/bike bridge, light rail right-of-way, leasing of air-rights...).

### A Little Civic Imagination

As we studied the various classic grading implementations, we found weaknesses in each alternative. At-grade or traditional below-grade trench would have the impact of dividing our community due to the fencing and large trench gaps. Above-grade, using stilts, will have negative impact in terms of noise and aesthetics. A traditional tunneling alternative will most likely prove too costly. Furthermore, potential sea level rise across the next two centuries means adaptivity must be incorporated into any design.

From a requirements' perspective, the question is which design would be quiet, provide a low visual profile, allow for venting of diesel exhaust (freight, local CalTrain), require minimal or no community barriers (fencing, walls) and can be sealed at some future date to protect against flood? We support investigating a solution that combines a tunnel and a trench into a single unit, a HAT Trench.



## Keystones

The tunnel top may be open to allow for proper venting of exhaust. To maintain structural integrity this top is replaced with a structural arch/vent to act as a keystone. This vent keystone may then act as a structured backplane which may be then adapted to provide site specific requirements, such as road, bike and pedestrian crossings, right-of-way for light rail or as a foundation for buildings which are granted air-rights. Central fabrication and mass customization of keystones would allow for faster and more cost effective built-outs. If sea levels rise, the upper tier may be capped with a sealed keystone, thus converting the HAT Trench into a dual tunnel design.

The HAT Trench provides a viable solution to many of the challenges for a grading strategy for the SJ-to-SF segment. We encourage CHSTA to invest design and engineering resources to properly investigate this option. We believe it may provide a viable cost effective alternative to more traditional grading strategies, protect the long term investment by providing an adaptive design, while meeting the needs of the local communities in terms of noise abatement and minimized visual impacts. Finally, a HAT Trench design unites rather than divides our communities.

## *Redwood City Station*

If CHSTA decides to construct a station in the heart of Silicon Valley, we believe Redwood City is the best choice in terms of freeway proximity, community support, station construction flexibility and general access. Redwood City offers a new award winning downtown, a potential multi-modal transit hub (nearby regional airport, ferry terminal [planned], bus, auto and CalTrain) and is the seat of county government.

Thank you for considering our comments

Sincerely,

James and Lynn Chou-Jonas

We have attached additional resources which we have used to research potential impact for various grade strategies. The opinions expressed in these articles and videos are those of the authors / producers of that piece.

## Resources

### Sound

1. A TGV Duplex at the LGV Méditerranée driving southbound to Avignon - <http://www.youtube.com/watch?v=jpvDu-lvZuU>
2. ICE en gare Champagne-Ardenne TGV - [http://www.youtube.com/watch?v=zkbAJIOD\\_N4](http://www.youtube.com/watch?v=zkbAJIOD_N4)
3. ICE 3 at 300 kmh / 186 mph entering a tunnel - <http://www.youtube.com/watch?v=ANB-vZJP6o>
4. ICE 3 at the rate of 300 kmh/186 mph - <http://www.youtube.com/watch?v=xdKOdBV1pU0>
5. Cal-Train Meet - <http://www.youtube.com/watch?v=d7Rm2PZfOic>
6. Caltrain Express trains in Mountain View - <http://www.youtube.com/watch?v=kULau9f1WZc>
7. CalTrain Baby Bullet at Lawrence Station - <http://www.youtube.com/watch?v=ZOZVNWucefo>
8. Caltrain cabcar - <http://www.youtube.com/watch?v=u2du2z31OcE>

### Visual

1. ICE en gare Champagne-Ardenne TGV - [http://www.youtube.com/watch?v=zkbAJIOD\\_N4](http://www.youtube.com/watch?v=zkbAJIOD_N4)
2. High-speed train, near Ingolstadt - <http://www.youtube.com/watch?v=xdKOdBV1pU0>
3. Renfe Ave s.103 in camp de tarragona station - <http://www.youtube.com/watch?v=0DutUVICWdw>
4. Kyoto Train - <http://www.youtube.com/watch?v=yg6tpTXeXsY>
5. Japanese Bullet Train - <http://www.youtube.com/watch?v=rPUVa4x-t4>
6. Sunnyvale, CA Caltrain Station - [http://www.youtube.com/watch?v=BD\\_vD2Zx9Y](http://www.youtube.com/watch?v=BD_vD2Zx9Y)
7. Caltrain MP36 "Baby Bullet" 928 Departs San Jose - <http://www.youtube.com/watch?v=B1gWLvtuI4>
8. Railroad Action in South San Francisco - <http://www.youtube.com/watch?v=C4OKrOBBN6M>
9. Caltrain Darts By - <http://www.youtube.com/watch?v=trcwvTS1J3w>
10. View of Caltrain - <http://www.youtube.com/watch?v=stXsnRXyWlc>

### Train Trench

1. Reno Train Trench - <http://www.youtube.com/watch?v=Rb3VoYMNLfM>
2. Reno Train Trench Build-out - <http://www.youtube.com/watch?v=JguyRNOgbAA>
3. Reno Train Trench Cover, July to December, 2008 - <http://www.youtube.com/watch?v=4zALiIvcOMo>
4. UP Intermodal Through The Reno Trench - <http://www.youtube.com/watch?v=doWlsDy25Vk>
5. Trench chamber. BNSF ushers in the new year, 2009. - <http://www.youtube.com/watch?v=3-g-eGnfbk8>

## Flood Hazards

### Pacific Institute Reports (March 2009)

Railroad Impacts: Railroads vulnerable to a 100-year coastal flood with a 1.4 m sea-level rise, [http://www.pacinst.org/reports/sea\\_level\\_rise/report.pdf](http://www.pacinst.org/reports/sea_level_rise/report.pdf) Page 55-56. Portal for Report: [http://www.pacinst.org/reports/sea\\_level\\_rise/index.htm](http://www.pacinst.org/reports/sea_level_rise/index.htm) [Executive Summary \(PDF\)](#) [Full Report \(PDF\)](#) [Maps](#) [GIS Data Downloads](#)

### Two Centuries or More

Most climate change models attempt to predict sea level rise across a 100 year time span. We feel that CHSTA should expand its worst case scenarios to a time span of 200 years or more as train infrastructures often persist over two hundred years. This expanded time frame is necessary to meet the requirements of the bond issue 1A to protect the interests of the taxpayer.

- [Current sea level rise \(wikipedia\)](#)
- [Report Forecasts Sea Level Rise to 4 feet by 2100](#)
- [Climate report: Expect 1,000-year sea-level rise](#)
- [Faster Rise In Sea Level Predicted From Melting Greenland Ice Sheet, Based On Lessons From Ice Age](#)
- [Forecast for big sea level rise \(BBC\)](#)
- [Global Sea Levels Likely To Rise Higher In 21st Century Than Previous Predictions](#)
- [How much future sea level rise? More evidence from models and ice sheet observations.](#)
- [NASA Climatologist Predicts Disastrous Sea Level Rise](#)
- [Sea level rise outpacing key predictions](#)
- [Sea Levels Won't Rise As Much As Predicted \(NPR\)](#)
- [The Greenland Ice](#)
- Latest: Rising sea levels set to have major impacts around the world (3/2009) - [http://climatecongress.ku.dk/newsroom/rising\\_sealevels/](http://climatecongress.ku.dk/newsroom/rising_sealevels/)

#11

### Videos on Sea Level Rise

1. Climate Change Report: The Coast In 2050 (Southern California) - <http://www.youtube.com/watch?v=p4sILZ5GzIs>
2. Disappearing Glaciers and the Rising Sea – Science Lecture. - [http://www.youtube.com/watch?v=x\\_ju2JipH04](http://www.youtube.com/watch?v=x_ju2JipH04)
3. Global Warming: Is the Science Settled Enough for Policy? - <http://www.youtube.com/watch?v=WXauC4vJCU>
4. Faster Sea Rise - <http://www.youtube.com/watch?v=4XU4icpvDC8>

### Video on Redwood City

Redwood City Downtown - <http://www.youtube.com/watch?v=A8Nlu8UMkF4>



# Scoping Period Comment Form

San Francisco to San Jose Section

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Meeting Date/Location

January 22 - San Mateo County    January 27 - San Francisco County    January 29 - Santa Clara County

Name (please print): Paul Jones City: ATHERTON State: CA Zip: 94027

Title (if applicable): \_\_\_\_\_ Phone: 650-328-2839 Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_ E-mail: \_\_\_\_\_

Address 99 Moulton Drive, Atherton, CA 94027

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

#5 source of  
funding

I SUGGEST THAT YOU SERIOUSLY CONSIDER THE FOLLOWING:

- ① ASSEMBLE AS QUICKLY AS YOU CAN CONSTRUCTION PROJECTS THAT WILL QUALIFY FOR ECONOMIC RELIEF FUNDS.
- ② EXAMINE TRENCH CONSTRUCTION THROUGH ALL RESIDENTIAL AREAS ON THE SAN FRANCISCO PENINSULA. #2
- ③ PREPARE A LIVE DEMONSTRATION OF HIGH SPEED RAIL NOISE AT 125 & 220 MPH AND 1/2 MILE, 1/4 MILE AND 200 YARD DISTANCES FROM DIFFERENT TRACK CONFIGURATIONS.

2  
CONSTRUCTION  
PHASING  
TRENCHING

1  
NOISE

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Kris Livingston

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From: pauljones51@comcast.net  
Sent: Sunday, April 05, 2009 8:24 PM  
To: HSR Comments  
Subject: Comments concerning the San Francisco-San Jose route

To: California High-Speed Rail Authority

By revising its agreement with your Authority, the Caltrain Board of Directors has provided you with much greater flexibility in the design and implementation of your San Francisco Peninsula line. By abandoning the 4 track, mixed traffic concept, you can now consider vertical and horizontal alignments for high speed rail and Caltrain that can greatly reduce the impact on abutting properties.

For example, the Caltrain rails could be spread to allow the high speed tracks to be installed in a trench between the Caltrain tracks. Such an arrangement would eliminate much of the need for extensive run around Caltrain tracks during the construction period, thus reducing the amount of land that would need to be taken. Problems would still be posed by the existing street underpasses below the Caltrain tracks. It may be appropriate to rethink the use of street underpasses altogether.

I hope that you will consider the above and other concepts that are available as a result of your freedom from common grades for high speed rail and Caltrain.

Paul S. Jones  
99 Moulton Drive  
Atherton, CA 94027



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

January 22 - San Mateo County    January 27 - San Francisco County    January 29 - Santa Clara County

Name (please print): WM. KAMIN   City: MENLO PARK   State: CA   Zip: 94025

Title (if applicable): \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

Address 169 Stone Lane

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

CA needs a hi-speed train to supplement air travel between SF and LA. Air corridor will be over crowded and congested. Delays in airports, plus added time in going & coming from airports require downtown access to SF/LA corridor.

11  
BACKGROUND  
#8  
Support

A peninsula stop (RC or PA) will be necessary to accomodate the thousands of passengers living on the SF Peninsula.

2  
STATION  
IN  
REDWOOD  
CITY  
OR  
PALO  
ALTO

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

1-SM-34

Mar 9 2009

March 3, 2009

Mr. Dan Leavitt, Deputy Director ✓  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt:

We have been invited, as Atherton homeowners along the current Cal Train corridor, to dimensionalize the impact of the High-Speed Rail project on our property and family life.

There are three things we wish to state up front are of utmost importance to us:

- 1.) A clear process and timeline for the project as it nears and begins to affect the ability to occupy our home reasonably and safely. We are a family of six, with four children.
- 2.) A clear process to arrive at: (a) a fair assessment of the financial impact of this project on our property value, and (b) a fair remuneration from the state of California.
- 3.) A design plan that includes tunneling the train through our beautiful and historically rural town of Atherton and our neighborhood. Any other alternative is unimaginable and untenable.

The following includes the hard and soft impacts of this project on our property and home at 30 McCormick Lane:

1.) Within 10-12 feet of our corridor property line and fence, there are (53) fully mature California Redwood trees and (8) healthy saplings.

These trees are part of a "hedge" of 125 fully mature redwood trees that surround our property following the property line.

In addition to the beauty and environmental benefit of these trees, they have provided an important visual barrier and sense of privacy between our home and Cal Train. Especially as many of these trains now include an upper deck which would give passengers direct sight lines into our backyard and house if removed.

These trees also provide an extremely important visual barrier to the lights that have been installed in the parking lot and along the train tracks. These shine all night and are ugly.

Finally, whether psychological or actual, these trees seem to decrease the sound impact of living along the corridor.

Removing these trees will substantially decrease the aesthetic appeal and value of our property.

(Page 1 of 2)

1-SM-101

2.) Within 20 feet of our corridor property line and fence, there are an additional (8) fully mature California Redwoods, (25) 10-30 foot bushes, and (6) Japanese maple trees that have been planted as additional visual and sound barriers as well as for beauty.

#1  
bio

3.) Within 18-20 feet of our corridor property line and fence there are two substantial buildings of approximately 2150 square feet combined which represents 35% of the total square footage on our property:

#6  
prop value

a.) a 150 square foot Pool House with water, sewer, electrical, phone, and gas pipes and lines.

b.) a 2000 square foot Garage and Home Offices building with water, sewer, phone, and electrical pipes and lines.

Together, these buildings represent 35% of the total occupiable square footage on our property. Removing and/or negatively affecting these buildings would substantially decrease the value of our property.

4.) Within 30 feet of our property line and fence there is a patio and large in-ground swimming pool and hot tub, and an additional (10) fully mature California Redwood trees.

#1 bio

5.) Within all the above mentioned spaces, there are irrigation, water, sewer, electrical, and gas pipes, lines, and infrastructures. Any changes to these would affect the main house as well.

#1  
utility

6.) We had been pursuing estimates for solar panel installation in 2009. This will be put on hold due to the uncertainties presented by this project.

7.) Lastly, we live in a great neighborhood along McCormick Lane and the Cal Train Corridor. It is one where doors have been cut into fences so children can easily run back and forth and play with one another. It is home to a community that gathers for birthdays, holidays, inaugurations, and just for the fun of it. We have developed traditions at Halloween, which always includes visiting our town hero, Mr. Willie Mays; and we have paraded with decorated bicycles to the summer town picnic at Holbrook Palmer Park, both Mr. Mays and the park are along the corridor. And it is one that shares one another's burdens and even toilets and showers when a water or sewer system fails.

#11

There is no doubt that the High-Speed Rail project will have a negative impact on our property and on the town center of Atherton. The question now is how to minimize these negative impacts and we suggest this would include working fairly and effectively with the homeowners along the way, the town council of Atherton, and tunneling the train.

#7  
regular  
community  
mtss

Thank you for your consideration,

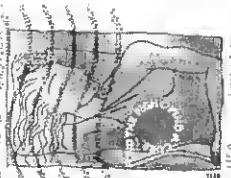
Beth, Guy, Nic, Noah, Nohemi, and Nathan Kawasaki

cc: Jerry Carlson, Atherton Mayor

*Beth, Guy, Nic, Noah, Nohemi, and Nathan Kawasaki*

(Page 2 of 2)

Kawasaki  
30 McCormick  
Atherton CA 94027



2200 19th Street  
San Francisco CA 94114  
USA MAIL CENTER 2001 S L

Mr. Jim Keenly, Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

RECEIVED  
FEB 14 1994

## Kris Livingston

From: Elza Keet [rougek@pacbell.net]  
Sent: Wednesday, March 11, 2009 11:51 AM  
To: comments@hsr.ca.gov.; senator.lowenthal@sen.ca.gov  
Subject: "San Francisco to San Jose HST"

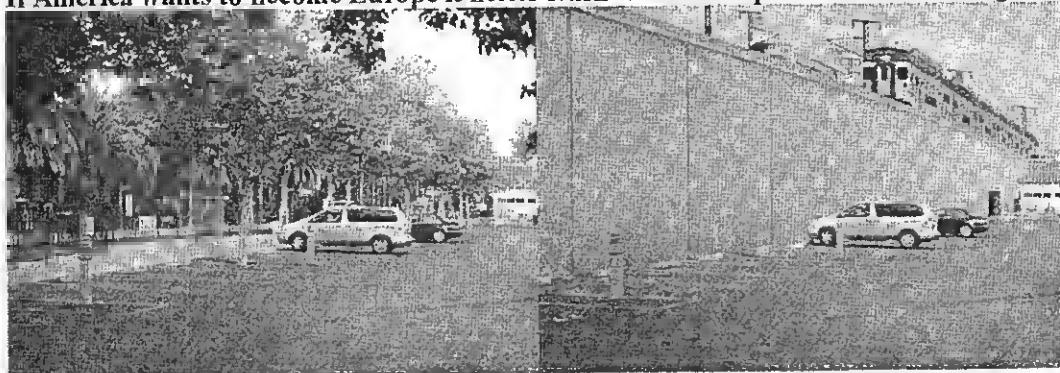
### "San Francisco to San Jose HST"

We are residents of Menlo Park and very concerned with the impact of the High Speed Train on our community and our home near the existing tracks.

To add to the loss of our life savings (produced by the government's incentive on bank's practices of giving bad mortgages) a big loss of equity on our home due to your HST project, is just an unimaginable addition of BIG GOV interference in our lives.

We are both Europeans and have lived through the development of speed trains in the Netherlands. We have never seen such an impact on well established beautiful green neighborhoods.

The existing train system is very already very poorly designed. It uses horribly heavy and hulky equipment and mixed routes of transportation and freight. That is very disturbing for residents near your lines. Like GM cars your City Line is "dinosauric". To get an addition of a HST system to cross our area of wooden framed houses, destroying hundreds of mature trees, condemning our place, destroying businesses and dividing Menlo Park's neighborhoods is simply unthinkable. Maybe your engineers "of iron and engines" have no conception of human communities' needs of beauty, quiet and peace. If America wants to become Europe it better learn what is the place of art and design in modern life.



The coming soviet change!

Elza and Theo Keet

RECEIVED  
APR 1 2009  
BY:

KAREN KEY  
1499 OAK GROVE #02  
BURLINGAME, CA 94010  
650-344-7462  
E-MAIL [blumers38@hotmail.com](mailto:blumers38@hotmail.com)

March 27, 2009

Mr. Dan Leavitt,  
California High Speed Authority  
925 L St., Suite 1425  
Sacramento, CA 95814

Re: San Francisco to San Jose HST

Dear Mr. Leavitt:

It is my understanding that there is an April 6<sup>th</sup> deadline for input regarding the San Francisco to San Jose High Speed Rail project. Since there have been no public hearings in Burlingame, (only in Menlo Park, Redwood City, Palo Alto); I am confused how I can intelligently comment on the High Speed Rail project as it is envisioned coming through Burlingame, the city in which I live and where I will be affected by said project.

I will try to comment on the issue of the High Speed Rail Project coming through Burlingame on elevated tracks, ground surface tracks, underground/tunnel tracks.

1. Elevated Tracks would be located in a residential area and would create visual and noise pollution to homeowners adjacent to the project. I value my community's identity which will be destroyed by such an elevated track project development.

2. Street Level Tracks running adjacent to the Caltrain tracks could be acceptable depending upon the number of daily High Speed Rail trains. At this time we have 5 crossings in Burlingame which connect the city east and west and to Hwys. 101 and 280. They are Broadway Ave., Oak Grove Ave., Burlingame Ave., Howard Ave., Bayswater Ave.. Due to the number of times a day the Caltrain crossing arms are already down for Caltrain coming through on tracks running north and south without a comprehensive study of train schedules and actual time used tying up these east and west traffic crossings to show the amount of traffic tie ups an actual study may find that this alternative may well not be viable.

There are other Street Level Track issues to consider: The track right of way running between California Drive and Carolan Ave. here in Burlingame is not very

1  
COMMUNITY  
MEETINGS

1  
COMMUNITY  
IMPACT  
AESTHETICS

2  
ELEVATED TRACK

2  
GRADE  
SEPARATION

1  
TRAFFIC

103  
I-SM

Page #2 - 3/27/09

Re: High Speed Rail Authority HST  
Karen Key

wide/deep. Again without a comprehensive study, without eminent domain being used, can another track be constructed in the Caltrain right of way?

Car dealerships run along the Caltrain right of way in the Burlingame Ave., Howard Ave., Bayswater Ave Area, as well as at the Broadway Ave. east/west crossings/intersections. To remove these car dealerships from Burlingame by eminent domain would be devastating as these businesses bring huge revenues in sales tax to Burlingame. Rail progress cannot economically destroy a city in its path.

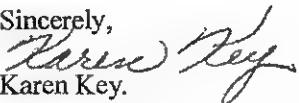
Again, at ground level there is the consideration of creating under crossings for autos so that there is no traffic congestion in the east to west direction of Burlingame. Because of the narrow area between California Drive and Carolan Ave. (running east and west) again without a comprehensive study I don't know if the under crossings would be viable since the angle for autos going under the tracks could be much too steep

3. Underground/Tunnel Tracks through Burlingame should be a consideration as it offers no visual, traffic, noise, eminent domain impacts. I know it is expensive, but it will protect the character of my community for future generations to enjoy.

Finally, concerning the route to be taken from San Francisco to Los Angeles. I know you are considering the Pacheco Pass and down through the valley, but the route should be dictated by where the people/riders will be. Of course there will be Bay Area riders to L.A. and back, but I would think more rider ship would come from the cities of Santa Cruz, Monterey, Santa Barbara than in the valley areas.

I hope in time you will visit Burlingame and hold public hearings so we will have some idea of what your vision is for High Speed Rail in our area. In the meanwhile, listed above are some of my concerns.

Sincerely,

  
Karen Key

3  
# OF TRACKS

6  
EMINENT DOMAIN

LOCAL BUSINESSES

2  
GRADE SEPARATION

1  
TRAFFIC

2  
GRADE SEPARATION  
+  
A/C.  
NOISE  
TRAFFIC  
L/C

2  
DIFF.  
ALIGNMENT

7  
COMMUNITY MEETINGS

ris Livingston

rom: mlancestremere@sbcglobal.net  
ent: Friday, April 03, 2009 2:15 PM  
o: HSR Comments  
ubject: High Speed Train

We are long time residents of Menlo Park. Our family has leaved in Menlo Park for over 100 years. #1 intro

We are property owners along the Caltrain Line.

We are for the High Speed Train. We feel it should originate in San Jose. We are against the Line encroaching on private properties. The Line would disrupted homes and businesses and quality of life.

Begin the High Speed Line in San Jose. #2 terminate in San Jose

The Lancestremere's

#8 Support  
#2 term. in San Jose  
#6 eminent domain  
#6 local businesses

## Kris Livingston

From: Craig & Donna Largent [craiganddonna@yahoo.com]  
Sent: Sunday, March 22, 2009 5:19 PM  
To: HSR Comments  
Cc: 'Martin Engel'  
Subject: San Francisco to San Jose HST

Attn: Mr. Dan Leavitt

Dear Mr. Leavitt,

I know you are getting many comments regarding the potential high speed rail on the Caltrain corridor.

If the high speed rail project does end up moving forward, I would like to make sure that the option of removing the freight trains from the Caltrain tracks is considered.

If the freight trains are removed from the current tracks, then I believe it is possible for the high speed train and improved Caltrain cars to run on improved tracks in the existing Caltrain right of way.

Removing the freight trains from the current tracks will require them to use other tracks or for those goods to be transported by another means. Thus, there is some cost involved with their removal. However, I am sure that these costs for alternatives to the current freight trains pale in comparison to the cost of widening the existing right of way.

The improved Caltrain cars would be electric, greatly reducing the pollution they currently spew out, much smoother and comfortable, etc.

So, has the option of removing the freight trains been considered? If so, I would like to receive a copy of any study results based on this option.

Thanks for your help with this question.

Craig & Donna Largent  
1601 Stone Pine Lane  
Menlo Park, CA 94025-3052

[CraigAndDonna@yahoo.com](mailto:CraigAndDonna@yahoo.com)

Home: 650.838.0849  
Donna's cell: 650.575.7536  
Craig's cell: 650. 278.1644  
Fax: 253.669.3939

1 All Intro

H3 (continued)  
W freight  
Services

#4 Electrification

111 Conclusion

Kris Livingston

---

From: Craig & Donna Largent [craiganddonna@yahoo.com]  
Sent: Sunday, April 05, 2009 9:35 PM  
To: HSR Comments  
Cc: 'Debbie Koelling'  
Subject: San Francisco to San Jose HST

Dear Mr. Leavitt,

I wrote you earlier regarding the HST but wanted to add some additional comments.

I really believe the approach for the train should be to add value to CA in as many ways as possible: home prices, reduction in pollution, reduction in congestion, quality of life, beautification of the state, etc.

Placing both Caltrain and the HST in a tunnel running up the peninsula seems to me to be the best way to accomplish the most good. It will make the peninsula a prettier, quieter, and more modern place. It will increase property values along the route since the noise and vibrations from Caltrain and a HST will be eliminated. It will preserve the beauty of the downtowns in Palo Alto and Menlo Park.

I was at the Atherton library this weekend and it is a very quaint and welcoming environment, with small building and lots of foliage. What a travesty it would be to put up a multi-story wall there. A tunnel seems like a very viable option that can add value in many ways.

Please include these comments in your work.

Thanks,

Craig

Craig & Donna Largent  
1601 Stone Pine Lane  
Menlo Park, CA 94025-3052

CraigAndDonna@yahoo.com

Home: 650.838.0849  
Donna's cell: 650.575.7536  
Craig's cell: 650. 278.1644  
Fax: 253.669.3939

**Kris Livingston**

---

**From:** Rokky Leigh [rokky24@gmail.com]  
**Sent:** Friday, April 03, 2009 7:46 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

When more evidence comes to light, a decision deserves reconsideration. Why is high speed rail traveling along the Peninsula when it could be serving many, many more residents along the East Bay.

1. Is it because we wish to spend more money on tunnels and overpasses to divide some of the most expensive real estate in the country?
2. Is it because the East Bay already has AmTrak?
3. Is it because we cannot admit to making a flawed decision to choose Pacheco Pass rather than Altamont Pass in 1999?
4. Is it because farmers need HSTs going through their farmland instead of serving almost 100,000 East Bay commuters on a rail line that could run farther north (to Sacramento?) rather than the Dead End at AT&T Ball Park?

Yes, keep the HST as currently proposed for all the Dodger fans coming to see the Giants. And keep all those commuting cars on the road. Will the High Speed Rail Authority sit smugly in the luxury suites and watch "the game begin"? Photographers-focus your cameras!

Sincerely,  
Sandra Leigh Bardas  
1343 Hoover St.  
Menlo Park, CA 94025

2  
ALT ROUTE  
6  
RIDERSHIP

11

11

## Kris Livingston

---

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:15 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST  
**Attachments:** Office Letterhead.doc

**From:** Galaster@aol.com [mailto:Galaster@aol.com]  
**Sent:** Monday, April 06, 2009 3:45 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Attached are my comments on the above project segment for the EIR-EIS preparation, the time for which was extended to today.

*Jerry Laster*

Law Office - G. A. Laster  
630 N. San Mateo Dr.  
San Mateo, CA 94401  
Ph: (650)342-3523  
FAX: (650)342-6392  
e-mail: [galaster@aol.com](mailto:galaster@aol.com)

11  
intro

Worried about job security? Check out the 5 safest jobs in a recession.

inession

LAW OFFICE  
**G. A. LASTER**

April 6, 2009

TELEPHONE: (650) 342-3523  
630 North San Mateo Drive  
San Mateo, California 94401-2328

FAX: (650) 342-6392  
e-mail: galaster@AOL.com

California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814  
Attn: Mr. Dan Leavitt

**Re: Comments in connection with San Francisco to San Jose  
HST segment for project EIR/EIS preparation**

The following comments are submitted in connection with the extended initial comment period for the project environmental planning process for the San Francisco to San Jose high-speed train segment. The organization of the comments is based on the Final Bay Area to Central Valley High-Speed Train Program EIR/EIS of May, 2008.

**Section 3.3 Air Quality and Global Climate Change**

*Comment 1:* In the event that the U.S. Environmental Protection Agency determines to regulate greenhouse gases, as is currently proposed, the tables should be revised to reflect the changes, "hotspots" within the corridor should be identified, and detailed design practices and mitigation strategies should be developed.

**Section 3.4 Noise and Vibration**

*Comment 2:* Since, according to the discussion under "Conventional and High-Speed Train Noise and Vibration", conventional trains seldom exceed 79 mph, that would seem to be the maximum comparative speed as an indication of acceptable noise level. However, Figure 3.4-3 shows speeds up to 125 mph for this segment. There should be an indication of the increased noise level of such higher speed operations.

*Comment 3:* Now is the time to decide on a noise barrier for this segment or other means, such as below grade location, that would reduce the noise level, in particular, for the residential parts of this segment.

**Section 3.5 Energy**

*Comment 4* Given the lack of aesthetics of a catenary distribution system the question of use of a third rail system could arise, and also the difference between the two systems from the standpoint of electromagnetic interference. Looking back through earlier reports, it appears as though the catenary system has long been contemplated, ever since the maglev system was rejected, but there does not seem to be any discussion of a third rail system. From a public safety standpoint, which is the better system?

**Section 3.6 Electromagnetic Fields and Electromagnetic Interference**

#1 intro

#1 AQ

#1 GHG

#2 speed

#1 noise

#1 vibration

#1 aesthetics

#1 utilities

#4 catenary

#1 safety

#1 hazards

*Comment 5:* As regards personal health, if anything science is coming to recognize individual differences, and in particular cases, so may courts. It would be a good idea to check the cases for the possibility that litigation may be effectively setting lower standards.

*Comment 6:* As regards interference, since this segment traverses residential, commercial and industrial uses that may make extensive use of the latest communication, security, and who-knows-what future electronic uses, the possibility of interference is of some concern. More details of the Amtrak study in areas similar to those traversed by this segment, and possibly similar foreign studies, could be useful. Would shielding a third rail system be a better solution?

### Section 3.7 Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice

*Comment 7:* It is possible that different analyses could be made of the various elements included in this Section. For example, single family residential has low compatibility with high-speed rail, according to Table 3.7-1, but as a land use high compatibility, according to Table 3.7-3. The difference results from the historic existence of the rail right-of-way. But suppose that the rail right-of-way will be used differently than it has in the past – for example, a high level structure for high-speed rail – or a widening so that all tracks can be located at grade – or the elimination of street crossings in a neighborhood or community.

### Section 3.9 Aesthetics and Visual Resources

*Comment 8:* The addition of a catenary system, high fencing, and sound barriers could be considered also in Section 3.7. The catenary system also raises the question of why such a system rather than a third rail.

### General Comment

In general, most of the Sections end with provisions on design practices, mitigation strategies, and subsequent analysis. The loose ends are planned to be tied-up at the project level. Comment 1, above, suggests that a review of previous federal standards for changes by the new administration should also be included. Thus, the project EIR/EIS will be critical; it is the place where contrary indications should be worked out and brought up to date. Given the very high quality of the work so far, there is no doubt that will be accomplished.

Very truly yours,

*Jerry Laster  
G. A. Laster*



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

February 25 - Millbrae

February 26 - Palo Alto

March 4 - Redwood City

Name (please print):

VIVIEN LI

State: CA

Zip: 94030

Title (if applicable):

Organization/Business (if applicable):

Address: 563 Hamlock Ave, Millbrae, CA 94030

City: Millbrae

Phone:

Fax:

E-mail: vivienli@yahoo.com

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Here's my list of concerns =

- ① noise
- ② safety (de-rail).
- ③ property value may decrease (properties located near the track).
- ④ eminent domain.
- ⑤ possible increase crime rate >
- ⑥ pollution.

1 COMMUNITY IMPACTS

1 NOISE

1 SAFETY / OPS SECURITY

6 PROPERTY VALUE

6 EMINENT DOMAIN

~~SAFETY~~

1 AIR QUALITY  
CLIMATE CHANGE

MAR 11 2009

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

**Fold and Tape Completely Before Mailing**

I-SM 109

**Kris Livingston**

---

**From:** J. Lin [jubunni@gmail.com]  
**Sent:** Sunday, April 05, 2009 8:33 PM  
**To:** HSR Comments  
**Subject:** High Speed Rail comments

Dear Sir or Madam,

I am writing to bring up a couple concerns as a resident next to the Caltrain tracks and the potential addition of additional traffic with a new High Speed Rail service. The noise that is noticeable during the day is fairly easy to adjust to and block out, but during the evening, the noise from the horn is very startling and long. I understand the need to warn pedestrians of a coming train, but could a shorter duration work, or would additional lights on the road work just as effectively? *#1 aesthetic*

Another issue that I am concerned about is the pollution generated by the trains. Currently, a lot of soot comes through the windows and would the high speed trains generate the same amount or more pollution? *#1 air quality*

I find the high speed rail a terrific idea, however the practicality for residents next to the train tracks is difficult to solve and I appreciate the time taken to consider my comments.

Sincerely,

Burlingame resident, Julia Lin

## Kris Livingston

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:52 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST

**From:** Emily Lam [mailto:[elam@svlg.net](mailto:elam@svlg.net)]  
**Sent:** Thursday, February 19, 2009 1:40 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

I live in San Mateo and work in San Jose. I would really like to see a station in Redwood City over Palo Alto. Thank you for your consideration.

#2  
station  
in Redwood



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print): C. Marshall Loring Jr. City: San Mateo State: CA Zip: 94402-763

Title (if applicable): Citizen Phone: 650/345-2654 Fax:         

Organization/Business (if applicable): MTC EDAC E-mail: cmarshall@att.net

Address 1741 Celeste Dr San Mateo, CA 94402-2603

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices. — e-mail

Please comment clearly.

Let's get on with building HSR! It is long over due! (I am a former Shinkansen commuter.)

Q  
SUPPORT  
(overdue)

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

112

I-SM

## Kris Livingston

From: jwlonder@aol.com  
Sent: Friday, March 13, 2009 3:12 PM  
To: HSR Comments  
Cc: akeighran@burlingame.org; cbaylock@burlingame.org; jdeal@burlingame.org; tnagel@burlingame.org; romahony@burlingame.org; jnantell@burlingame.org  
Subject: San Francisco to San Jose HST

Dan Leavitt, Deputy Director  
San Francisco to San Jose, California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt,

I am a resident of Burlingame who enthusiastically voted for and continues to support High Speed Rail. After reading several newspaper articles, looking at your web site and attending an "informational" meeting at a recent Burlingame City Council meeting, I have many concerns regarding the High Speed Rail line as it passes through the communities on the Peninsula such as Burlingame.

#8 Support

#11 Intro

At peak times the current CalTrain schedule has up to six trains per hour in each direction (12 in both directions) passing through Burlingame and other Peninsula communities. It is my understanding that in peak times the High Speed Rail could have twice many for a total of 24 in both directions. In all there would be 36 trains per hour. This translates to a train every 100 seconds.

#3 Frequency of trains

While it may be more costly in dollar terms to have the HST underground rather than at or above grade throughout the Peninsula, these costs, in my mind, are less than the non-dollar costs associated with rails at or above grade.

#2 Tunnel

#5 Social Costs

How can a price be placed on such items that have no monetary attachment? The HSR web site states many concerns that will be studied in the EIR process as follows:

- \* Air Quality
- \* Noise / Vibration
- \* Traffic and Circulation
- \* Land Use, Development, Planning and Growth
- \* Biological Resources
- \* Wetlands / Waters of the US
- \* Community Impacts/Environmental Justice
- \* Parks and Recreational Facilities
- \* Historic / Archeological Resources
- \* Construction Impacts
- \* Cumulative Impacts
- \* Visual Quality and Aesthetics
- \* Hazards and Hazardous Materials
- \* Flood Hazards, Floodplains, and Water Quality

~~#1 Environmental Impacts~~

#5 Social Costs

The issues are many and I am certain that there are others as well. I question whether any study, no matter how comprehensive, can truly assess these critical issues in dollar terms. In my mind the dollar costs cannot be determined.

Personally, I'd prefer to have both CalTrain and the High Speed Rail underground. However, I  
realize that this may be too costly and impractical especially when considering recent  
CalTrain improvements such as those in Burlingame and Palo Alto.

It seems to me, however, that having HSR underground in heavily populated areas is the only ] #2 Tunnel  
feasible way to achieve such a worthwhile and necessary transportation alternative. ] #3 Caltrain  
improvements

Thank you.

Regards,

Jeff Londer, Commissioner  
City of Burlingame  
Traffic, Safety & Parking Commission



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

February 25 - Millbrae

February 26 - Palo Alto

March 4 - Redwood City

Name (please print): Sharon Mahoney City: Millbrae State: CA Zip: 94030

Title (if applicable): \_\_\_\_\_ Phone: 650-692-6667 Fax: 650-692-7567

Organization/Business (if applicable): \_\_\_\_\_ E-mail: sharonwgui@aol.com

Address: 304 Hemlock Ave.

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

#11 I have been a resident of Millbrae for 40 years. It is a wonderful community which has embraced BART, SFO and CALTrain. We are ready to accept the High Speed Railway as well, provided that it does not take away our homes and our neighborhood.

#11 It is important to look to the future and provide transportation that is fast, clean and economical. We realize that.

#2 tracks We would like you to consider building the extra two tracks needed so as to not disturb the homes that are along the Caltrain rails.

#2 property rights I am certain that the authority, with careful planning, is capable of designing a project that will not take away people's property.

RECEIVED

APR 7 2009

BY:

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

**Fold and Tape Completely Before Mailing**

I-SM 114

## Dan Gallagher

From: maier@comcast.net  
Sent: Monday, January 19, 2009 2:45 PM  
To: HSR Comments  
Subject: San Francisco to San Jose HST

I have major concerns about the negative environmental impact that a high speed railroad will have cutting through the center of the peninsula, in terms of air, noise and visual pollution. I would be at your meeting on January 22, but unfortunately, I will be out of town.

We need a good rail system throughout the State, but the high speed rail system as currently promoted needs some changes to effectively serve all communities.

Running one or two more sets of tracks along the Caltrans corridor I think is a major mistake, which will cause massive traffic jams during construction, adding more pollution in our air, destroy the character of many communities as they cut a large swath of land down the heart of the peninsula destroying trees and homes, and potentially build a wall with electric wires on top splitting our peninsula in half.

I would support a few alternatives that I have read about:

1) Electrify the current Caltrans system and run the baby bullets between San Jose and San Francisco. This is a good system now, and will save a lot of tax payer money and time on construction, while avoiding a lot of pollution from construction and traffic jams. The economic costs of major traffic delays on the peninsula during years of construction is not a cost our local communities can afford.

2) Easiest solution for a high speed rail is rather than try and force fit more rail through our communities is run the train down the middle of highway 280.

Easier construction and we avoid the traffic congestion and noise pollution.

Heavy construction equipment running in and though our communities will cause a permanent "Spare the Air" day. Also, think the trains will run faster along 280, than they would though our cities on the peninsula. I have been to Germany, France, Japan and China and heard the high speed trains. They do make a lot of noise when traveling at high speeds. Major battles will be fought over the noise levels.

3) If the decision is made to run a high speed rail down the heart of the peninsula, than like many other cities in the United States we need to put all the tracks below ground level, rather than above ground. This would greatly reduce noise and sight pollution, and we could gain a lot of green space above the rail system. Maybe even have more parks and green space.

Thank-you for your consideration.

Tim Maier  
3 Bassett Lane  
Atherton, CA 94027  
650-322-6144

#1  
const  
impacts  
circulation  
community  
impacts  
biological  
resources  
aesthetics

#2  
invest  
fix rail

#2  
Alt  
route

#1  
noise  
#2  
speed

#2  
undergnd  
#1  
noise  
aesthetics

#2  
op space  
air rights

## Kris Livingston

---

From: HSR Comments  
Sent: Thursday, March 05, 2009 2:49 PM  
To: Kris Livingston  
Subject: FW: High Speed Rail

-----Original Message-----

From: Scot Marsters [mailto:[marsters.scot@gene.com](mailto:marsters.scot@gene.com)]  
Sent: Monday, February 23, 2009 9:30 PM  
To: HSR Comments  
Subject: High Speed Rail

Dear Sirs,

- 1) Please make sure the EIR for the high speed rail addresses the need for adequate long term parking (greater than 24 hours) especially at local caltrain stations. Currently there is no parking for over 24 hours and this impacts surrounding residential areas. *#1 parking*
- 2) Please make sure the EIR addresses the need for Landscaping to shield the neighboring residences from trains (due to noise, wind and the potential new overhead wires). *#1 noise*
- 3) Please make sure the EIR addresses the incorporation of additional pedestrian connections between east and west San Carlos. *#1 pedestrian*
- 4) As part of the EIR look at the removal of the Kelly-Moore Spur to give businesses back 6 businesses #1 parking space lost due to a spur which has never been used. *#1 business #1 parking*
- 5) As part of the EIR study the impact of potentially moving the passenger loading platform and its impact on both residents and businesses. *#2 Pass loading platform*
- 6) As part of the EIR address the safety concerns of having high speed trains run through such a heavily populated area. *#1 safety*
- 7) Please address in the EIR the impact of the project to the historical Train Depot and the plans for a community gathering area nearby. *#1 historical resources*
- 8) Please make sure that the EIR addresses the noise impact both during and after construction. *#1 noise*

Thank You

Scot Marsters  
990 Cherry St.  
San Carlos

## Kris Livingston

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:55 PM  
**To:** Kris Livingston  
**Subject:** FW: Comments on proposed SF-San Jose Peninsula route

**From:** Laurent Mayer [mailto:lmayer@gmail.com]  
**Sent:** Tuesday, February 10, 2009 9:39 AM  
**To:** HSR Comments  
**Subject:** Comments on proposed SF-San Jose Peninsula route

Hello,

I want to voice my opposition to having the high speed train run on current Caltrains tracks between SF and San Jose. We, the residents, are concerned about the impact on our communities, years of construction commotion, and increased train frequency and noise on the proposed route.

I suspect the project will be held up in Courts for years and years as a result... [Most high-powered lawyers in our area live or work near the train tracks].

Have you considered running the trains on new tracks over the water inside the Bay?  
It probably would be cheaper to build and would not have as much opposition from residents.

Laurent Mayer  
Atherton, CA

] #9 Design  
] #1 Construction  
] Noise  
] #10 Relocation  
] #2 Alternate route

Kris Livingston

From: Ann McKim [amckim@bellmicro.com]  
Sent: Monday, April 06, 2009 12:04 PM  
To: HSR Comments  
Subject: San Francisco to San Jose HST

Dear Sirs:

I am a resident of Menlo Park residing at 1681 Stone Pine Lane. I returned in January of this year from a European assignment for my company that lasted three years and three months. While living abroad I became very familiar with the European train, tube, metro and Eurostar services. I had the opportunity to ride them extensively for business and personal travel and certainly experienced the value they provided.

I am an advocate of the high speed rail for CA and fully understand the need for alternative transportation as our population grows and the number of cars on the already crowded roads increases. I agree that the HSR project should create reductions in greenhouse gas emissions and provide an energy savings. My concern is on the subject of real consideration and analysis being done by the State regarding the options for the HSR construction.

Due to the additional trains and tracks this project requires, the choice of trenching and tunneling is something that must be strongly considered and evaluated. This is the only real option that would not destroy the current landscape and divide the town with a large wall. In fact, this option could further enhance our cities, bringing the communities together and strengthening the enticement to further invest in our homes and business.

Over the years Menlo Park, Atherton, Palo Alto and other cities along the Caltrans route have planted trees, created gardens and incorporated the train. They have built and maintained beautiful homes with charming landscapes that have enhanced the beauty and value of living in these small towns. Clearly our towns, communities and the State are at risk of devaluing our appeal as a place to live and do local business if the plan does not strongly consider the tunneling option as we move forward.

Yes, the HSR will be "in my back yard", but the train has always been in our back yards. It's these residents who appreciate the necessity of the train and the need to maintain property and improve homes along that route that have made Menlo Park one of the nicest towns up and down the peninsula. We need to embrace change while preserving our town and increasing our value to the State of CA.

If you walk or drive down Stone Pine Lane today, you will see a neighborhood that has embraced the train and now looks forward to a win-win solution for the HSR and our communities.

Ann McKim  
1681 Stone Pine Lane  
Menlo Park, CA  
94025

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## Kris Livingston

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**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 2:37 PM  
**To:** Kris Livingston  
**Subject:** FW: high speed rail

**From:** Ted McNamara [mailto:tedmac@BasicISP.net]

**Sent:** Tuesday, April 21, 2009 1:23 PM

**To:** HSR Comments

**Subject:** high speed rail

Unless you intend to bury the new rail system from San Francisco to San Jose, the system will have a negative impact on everyone within  $\frac{1}{2}$  mile of the tracks. If you use a raised system, it will divide communities and transmit noise a greater distance. A better choice would be to have it terminate in San Jose, and use the Caltrain system as a feeder.

Ted McNamara, a 41 year resident of Burlingame 2 blocks from the track. Your projections for passenger traffic are very Over optimistic.

#2 terminate  
in SJ  
#1 noise  
#1 comm.  
impacts

#6 calculation  
Ridership

## Kris Livingston

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:15 PM  
**To:** Kris Livingston  
**Subject:** FW: San francisco to San Jose HST

**From:** mcmmimco@aol.com [mailto:mcmmimco@aol.com]

**Sent:** Monday, April 06, 2009 3:31 PM

**To:** HSR Comments

**Subject:** San francisco to San Jose HST

Dear Sirs;

Having attended the San Mateo public meeting, I would like to register my strong sentiment that with the limited amount of money currently available for the high-speed rail project, the San Jose to San Francisco corridor should be the last to be built out. My reasons include the following:

- 1) Some cities in Southern California embracing the route have raised funds for their portion of the project
- 2) Ridership projections are more likely to be approached in the south, since that's where the population is.
- 3) The San Jose to San Francisco corridor will be among the most expensive, if not the most expensive, to construct on a per mile basis.
- 4) The San Jose to San Francisco corridor is already well served by Caltrain, so the limited speed improvement for trains to go at 125 mph rather than the current 79 mph for the Baby Bullet appears to offer the least bang for the buck.
- 5) There exists significant pushback from environmental groups, residents, and others to the current alignment on this corridor; it would seem to make more sense to build, and therefore demonstrate the success of the project, on corridors where more consensus for the project has been reached.

I would also like to add my name to the growing chorus for the removal of Rod Diridon from the High Speed Rail Authority in any decision making capacity. His bias for the project makes him incapable in my opinion, of placing the interests of the taxpayers of the State of California ahead of any other interests. While I cannot comment on the allegations of an economic conflict of interest on his part, those business ties at the very least provide an appearance of impropriety that should not be tolerated.

I would appreciate a response that this email has been received and will be included in the analysis of the corridor.

Michael McPherson  
Atherton

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# Scoping Period Comment Form

San Francisco to San Jose Section

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Meeting Date/Location

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print): Amanda Miller

City: Atherton

State: CA Zip: 94027

Title (if applicable): \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

E-mail: amanda.ayres@gmail.com

Address \_\_\_\_\_

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

The Pacheco Pass route has several issues that were not addressed in the original EIR.

Above grade trains will cause unacceptable deterioration to the quality of life for

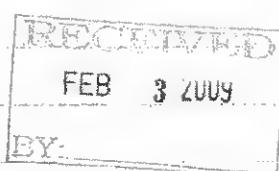
Peninsula cities. Running diesels and Caltrain together with high speed rail won't work.

Please reconsider the route selection and

be considerate of the desires of local residents.

#2  
Alternate  
alignment

#1  
Quality  
of life



Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SM 121  
P

## Kris Livingston

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**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:40 PM  
**To:** Kris Livingston  
**Subject:** FW: Plans for High Speed Rail

---

**From:** Amanda Miller [mailto:[amanda.ayres@gmail.com](mailto:amanda.ayres@gmail.com)]  
**Sent:** Monday, March 02, 2009 7:27 PM  
**To:** HSR Comments  
**Subject:** Plans for High Speed Rail

High speed rail on the Caltrain corridor makes no sense. Since you don't have enough money to get anywhere close to finishing, why not start with the critical Central Valley route instead of fighting the Peninsulans?

#2  
#2 Alternative alignment construction phasing

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:37 PM  
**To:** Kris Livingston  
**Subject:** FW: High Speed Rail - EIR

**From:** Amanda Miller [mailto:[amanda.ayres@gmail.com](mailto:amanda.ayres@gmail.com)]

**Sent:** Wednesday, March 04, 2009 3:53 AM

**To:** HSR Comments

**Subject:** High Speed Rail - EIR

In the Program-level EIR, you made certain commitments. In particular, you indicated that only 4 tracks would be needed, and that no trees would need to be removed. If you are unable to meet those commitments in the Project-level EIR, that throws the whole decision-making process into question. The cost of meeting those commitments is a fundamental requirement of the project, not a burden you can push onto local residents.

#1 biological resources  
#2 tracks (#)  
#5 cost



# Scoping Period Comment Form

San Francisco to San Jose Section

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Meeting Date/Location

January 22 - San Mateo County    January 27 - San Francisco County    January 29 - Santa Clara County

Name (please print): Inge Minerva      City: San Mateo      State: Ca Zip: 94401

Title (if applicable): \_\_\_\_\_

Phone: 650347-7201      Fax: 6503433321

Organization/Business (if applicable): \_\_\_\_\_

E-mail: ijminerva@aol.com

Address: 354 E. Bellevue Avenue

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

My concern was my property which is two houses away from the tracks. In talking with one of your reps, I got some good ideas that all hasn't been decided yet. I look forward to learning more about this project.

1  
TRANSPARENCY  
OF  
INFORMATION

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SM 124



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

February 25 - Millbrae

February 26 - Palo Alto

March 4 - Redwood City

Name (please print): Tom Mitchell

City: Menlo Park State: CA Zip: 94025

Title (if applicable):  

Phone:   Fax:  

Organization/Business (if applicable):  

E-mail: random @ mftyegg.com

Address: 20 Willow Rd #4 Menlo Park, CA 94025

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

It is unclear to me how the construction process will not injure "EL PALO ALTO", the tree "El Palo Alto" at the boundary between Palo Alto & Menlo Park is the oldest living historic monument in California.

The tree "El Palo Alto" was used as a landmark by the first European explorers of San Francisco Bay. This was November 6-11, 1769 on an exploration led by "Portola".

1 BIO  
CULTURAL  
Historical  
Resources

It is important that the right of way Not Risk the health of the health of the tree. It looks as if work could move the rail ~ 100 feet further away from the current track and <sup>remove</sup> ~~refine~~ the two tracks that are so close to the tree now.

2  
width  
of  
row

RECEIVED

MAR 18 2009

BY:

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

J-SM125



## Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

**Meeting Date/Location**

February 25 - Millbrae    February 26 - Palo Alto    March 4 - Redwood City

Name (please print): Clem Molony   City: Menlo Park   State: CA   Zip: 94025  
Title (if applicable): Board Secretary   Phone: 650-333-3886   Fax:   
Organization/Business (if applicable): Seaport Industrial Association   E-mail: cmlony@lyngsgarden.com  
Address: 19 Seaport Bl., Redwood City, CA 94063

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

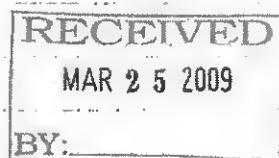
*carefully*

I understand that freight rail will not run on HSR high-speed tracks, but HSR must include the technical-spec needs of freight rail in its collaborative design specs. with Caltrain. Your specs must not be written such that freight rail will not be able to run on the 4-track system. This specifically relates to electrical heights, thru tunnels etc.

*Thanks.*

3  
COORDINATION  
W/ FREIGHT  
SERVICES

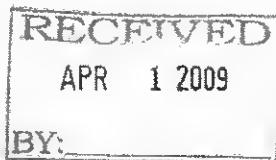
2  
TUNNELS



Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

**Fold and Tape Completely Before Mailing**

I-SH 126



LYNGSØ Garden Materials  
19 Seaport Blvd., Redwood City, CA 94063  
Phone: 650.364.1730 Fax: 650.361.1933  
www.lyngsogarden.com

Mr. Dan Leavitt, Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

3/30/09

cc: Mike Scanlon, Caltrain/S.M.Co. Transit Dist  
1250 San Carlos Ave., San Carlos, CA 94070

**SUBJECT: Design High Speed Rail on S.F. Peninsula to Accommodate Freight Cars**

After attending a San Francisco Peninsula California High Speed Rail (CHSR) meeting recently I want to express my support for both Caltrain electrification and CHSR. *#1 #8*

In addition to our support for CHSR and Caltrain, I want to stress an equal amount of support for a superior freight rail infrastructure in order to fully realize critical transportation goals of the region, including: (1) reduced traffic congestion and wear and tear on area highways, (2) reduced dependence on foreign oil, and (3) reduced pollution of our environment. *#3 Freight*

Freight trains are the most efficient way to move goods up and down the S.F. Peninsula: *#2 Freight*

- A freight train can move one ton of freight 436 miles on one gallon of diesel.
- Every freight railcar keeps 4 trucks off of our highways.

The San Francisco Peninsula is a shared right-of-way with Caltrain and U.P. (running freight). The design specifications for the CHSR expansion of this corridor's track bed must be done in a way that freight trains will be able to use the corridor also. CHSR will cause a huge detriment to the public if it allows the track bed design to be done in a way which prevents freight trains from using it. If that happens our business will suffer, our customers will have to pay higher prices, and truck traffic will increase substantially on area highways. *#2 Freight*

It is essential that you include in your planning process for CHSR the needs of the 26 rail shippers along the Peninsula, and all of their customers who provide infrastructure for the economy, and all of the jobs that they provide because of freight rail service. The future of the Port of Redwood City will depend on how the CHSR and Caltrain systems are designed. Freight rail will require clearance heights as required in CPUC G.O. 95 (22.5 ft) to reach San Francisco.

If the ports cannot provide such clearances, plus adequate operating hours (minimum 8-hour windows at night), then we will lose freight rail opportunities forever. The S.F. Bay Area will lose the ability to access maritime and rail at the only two ports on the Peninsula-side of San Francisco Bay (SF and RWC). This would be a major detriment to our economy through job losses, and higher costs to consumers who depend on viable ports and rail service.

Thank you for supporting the economic benefits of freight rail.

*Clem Molony*

Clem Molony

Lyngso Safety Manager

## Kris Livingston

---

From: HSR Comments  
Sent: Thursday, March 05, 2009 2:36 PM  
To: Kris Livingston  
Subject: FW: HIGH SPEED RAIL SF/SJ/LA

-----Original Message-----

From: anne moser [mailto:agmoser@inreach.com]  
Sent: Wednesday, March 04, 2009 5:01 PM  
To: HSR Comments  
Subject: HIGH SPEED RAIL SF/SJ/LA

> From: anne moser <agmoser@inreach.com>  
> Date: Wed Mar 4, 2009 4:41:07 PM US/Pacific  
> To: COMMENTS@HSR.CA.GDV  
> Subject: HIGH SPEED RAIL SF/SJ/LA  
>  
>  
>> I LIVE AT 174 SPRUCE AVE. MENLO PARK. MY HOME IS 4 HOUSES FROM THE  
>> RAIL LINE. THE IMPACT OF THE PROPOSED HIGH SPEED RAIL WILL BE  
>> CONSIDERABLE UPON MY QUALITY OF LIFE--NOISE, PROPERTY VALUE, VISUAL  
>> IMPACT, TO NAME A FEW.  
> I HAVE 2 PROPOSALS FOR YOUR CONSIDERATION. 1) HAVE THE TRAIN TERMINAL  
> AT SAN JOSE. AND RUN 2 FEEDER LINES. ONE WOULD USE THE CAL TRAIN  
> TRACKS RUNNING THRU THE PENINSULAR AND SERVE SAN FRANCISCO. THE OTHER  
> WOULD UTILIZE BART TRACKS AND SERVE THE EAST BAY AND MARIN VIA THE  
> RICHMOND BRIDGE. THIS ALTERNATIVE WOULD USE EXISTING TRACKS AND SERVE  
> A WIDER AREA THAN JUST THE SF/SJ/LA CONNECTION.  
>  
> THE SECOND SUGGESTION IS TO UTILIZE A TUNNEL FOR THE TRACKS THRU THE  
> PENINSULAR. THERE ARE MANY ADVANTAGES, DISTURBANCE TO COMMUNITIES  
> WOULD BE REDUCED. NOISE AND VISUAL IMPACT WOULD BE REDUCED, AND I  
> BELIEVE THE LAND ON TOP OF THE TUNNEL COULD BE UTILIZED BY THE CITIES.  
> SAFETY WOULD BE INCREASED WITH NO DIRECT CROSS STREETS/RAIL  
> INTERSECTIONS.  
>  
> I INVITE THE MEMBERS OF YOUR COMMITTEE TO VISIT MY NEIGHBORHOOD AND  
> SEE FOR YOURSELVES WHAT I AM WRITING ABOUT. ANNE MOSER  
>  
>

#1 noise  
#1 property value  
#1 aesthetics

#2 terminate in  
San Jose  
#2 different alignment

#2 tunnel  
#1 noise  
#1 aesthetics  
#1 safety

#1 conclusion



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print): MARK MOULTON

City: REDWOOD CITY State: CA Zip: 94063

Title (if applicable): EXECUTIVE DIRECTOR

Phone: 650 299-1296 Fax:

Organization/Business (if applicable): LIVING CITY PARTNERS

E-mail: mark@livingcitypartners.org

Address: 1801 BROADWAY, SUITE 1

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

When asked about the first segment of the high-speed rail to be built, Judge Kopp contrasted the SF - SJ corridor (800K + 720K + 1.2M population) with a "Central Valley" corridor. He stated it would be "market driven" to build in this dense area on the Peninsula, rather than the "easy to build" segment in the Valley first.

This makes no sense to me. How many passengers will find high-speed rail on the Peninsula & useful? How many passengers will use a train they can only get on and off in SF, Millbrae and San Jose? RWC & ~~Palo Alto~~ are "maybes."

If the project wants to demonstrate "success" the fact of on-time service between LA and San Jose seems more important to me. We can already get from San Jose to SF in 45 minutes. Given the upheaval and division of our Peninsula Communities by a 125 mph train with a 100' wide row, is 15 minutes in station-to-station elapsed time worth it? Thanks

11  
BACK-  
GROUNDS

#2 ALT.  
ROUTE

#5 SOURCES  
OF FUNDING  
PROFITABILITY

#6 1/2  
RIDER-  
SHIP

3  
TRAVEL  
TIME/  
TRAIN  
SPEED

2  
WIDTH  
OF  
ROW

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.



# Scoping Period Comment Form

San Francisco to San Jose Section

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Meeting Date/Location

January 22 - San Mateo County     January 27 - San Francisco County     January 29 - Santa Clara County

Name (please print): MARK MOULTON City: RWC State: CA Zip: 94062

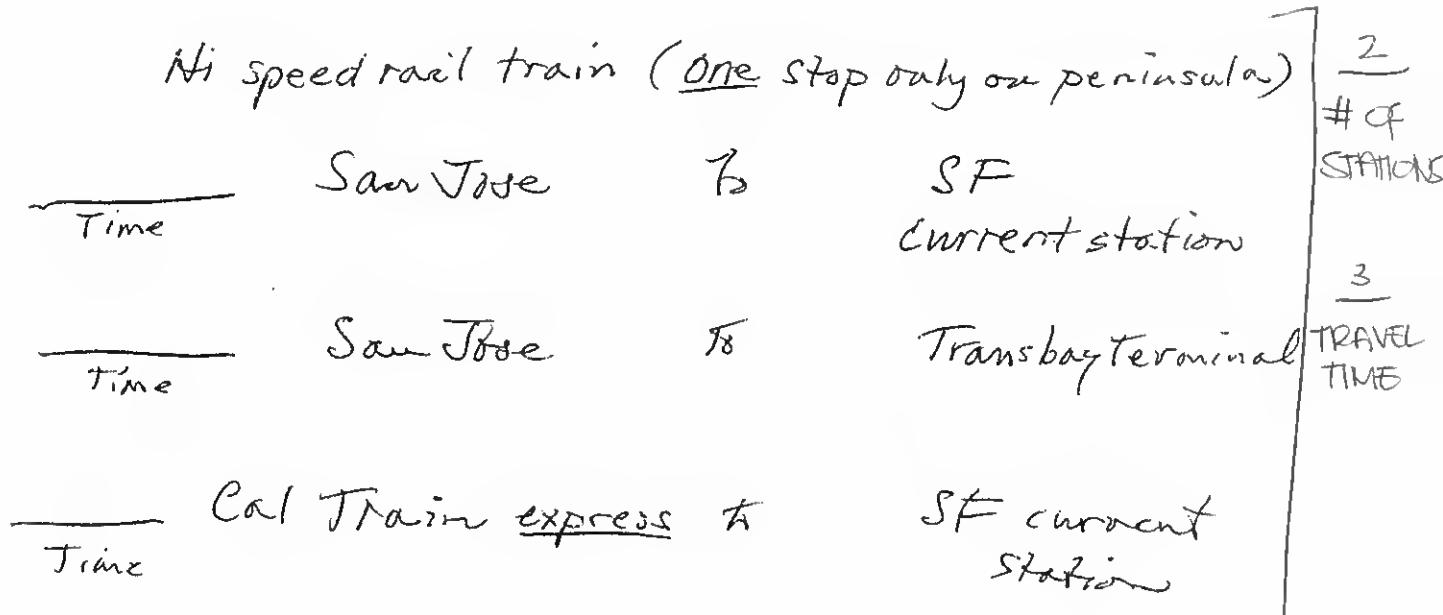
Title (if applicable): EXECUTIVE DIRECTOR Phone: 650 299-1296 Fax: \_\_\_\_\_

Organization/Business (if applicable): LIVING CITY PARTNERS E-mail: mark@livingcitypartners.org

Address 1801 Broadway Street

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.



Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

**Fold and Tape Before Mailing**

I-SM BO

**Kris Livingston**

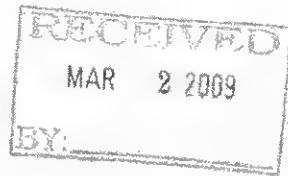
---

**From:** Linda Murphy [linda.murph@comcast.net]  
**Sent:** Sunday, April 05, 2009 5:21 PM  
**To:** HSR Comments  
**Subject:** HSR - Burlingame Supporter

I am disappointed that the same people that supported and voted for the HSR are now outspoken attackers - only because of NIMBY. Shame on Terry Nagel, City Council member of Burlingame! Speaking out of two sides of her mouth. Shame on all those folks, first supporters and -- NOW undermining it's path and progress! The train will bring finally California to a level of better transportation over long distances. The time has come for Burlingame to support HSR enthusiastically, not fight or slow it's inevitable and necessary progress through our town. The will of the Voters cannot be discounted by a few wishy-washy politicians trying to please everyone.

Regards,  
Linda Murphy  
Burlingame  
650-347-3567

#8 Support



CAROL NAN MEHRTENS  
48 MARIANNA LANE  
ATHERTON, CA 94028  
MAILING ADDRESS:  
P.O. BOX 12219  
ZEPHYR COVE, NV 89448  
TELEPHONE (775) 588-7300  
FACSIMILE (775) 588-7922

February 26, 2009

Mr. Dan Leavitt  
Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

RE: High Speed Rail

Dear Mr. Leavitt,

Thank you for inviting my comments on the High Speed Rail. As I am one of the [ #1 background intro acre-plus residences along the Cal-Train Corridor, I am very concerned as to the impact of the ideas that are currently being studied.

We have developed our property fully with an existing driveway and garage next to the train wall and a tennis court adjacent to the train wall along with aesthetically beautiful trees along the train wall. We also built a second story on our house facing the low train wall. All of our landscape has softened the noise and has screened the property from the railroad.

In the early stages of our home improvements, we implemented Atherton's beautiful existing community by a special landscape design with beautiful trees. Now, these trees have grown large and full next to the train corridor.

I am in complete agreement with the facts presented in the letter enclosed by Marylue Timpson. Rather than repeating and re-writing her concerns, I would like to add the following:

1. I would vote for diverting the tracts away from the towns of Menlo Park and Atherton to the industrial areas east on the train way to San Jose and Los Angeles.

[ #2 Alternate alignment

ISM B2

Mr. Dan Leavitt  
February 26, 2009  
Page 2

2. If this were not possible, I would vote for digging an underground trench for the trains, so it would not impact the existing home properties and existing trees. The train vibration and noise would be less evident.
3. The commute trains going to San Francisco and San Jose were tolerable. Any more large trains would add more noise and spread dirt and danger. This would be intolerable to the community.

Atherton and Menlo Park have always been beautiful and exceptional communities in which to live and of course, the home prices have reflected these developments. Safety for the residences near the railroads are of vital concern. Please do not make this beautiful community undesirable!

#1 noise  
#1 vibration  
#2 trench  
#6 property values  
#1 biological resource  
#1 noise  
#1 AQ  
#1 safety

#1 conclusion  
#1 safety

Respectfully,

*Carol Nan Mehrtens*  
Carol Nan Mehrtens

CNM/kr



# Scoping Period Comment Form

San Francisco to San Jose Section

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Meeting Date/Location

January 22 - San Mateo County     January 27 - San Francisco County     January 29 - Santa Clara County

Name (please print): Juan Napolis

City: San Mateo

State: CA Zip: 94401

Title (if applicable):

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Organization/Business (if applicable):

E-mail: \_\_\_\_\_

Address 400 E Poplar Ave #4 San Mateo CA 94401

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

(mailing address

PO Box 5311  
San Mateo CA  
94402

Property is next to train tracks.

Concerns - Width of area for 4 tracks. ]<sup>#2</sup>  
Possibility of tracks being underground <sup>#2</sup>  
or above current tracks? ]<sup>underground</sup>

- Safety of surrounding area to include building safety with the vibration of the train being so close due to 2 added tracks, speed of train etc. ]<sup>#1</sup>

- Noise level, increasing, due to more tracks + more trains, some traveling at faster speed. ]<sup>#1</sup>

Question: Will the electric train be quieter than what we have now with Caltrain? ]<sup>#1</sup> noise

- How will it affect property values of real estate right next to tracks, ]<sup>#6</sup> property value

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

**Kris Livingston**

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**From:** Richard Navarro [mavarroelectric@yahoo.com]  
**Sent:** Sunday, April 05, 2009 4:41 PM  
**To:** HSR Comments  
**Subject:** High speed rail train

Where do I start.... We don't really need it for one, No need to hear it in Burlingame either, the state is 40 billion in the red! When are you, our government going to run things like you should and not think there is an endless supply of funds!

#5  
construction  
operational  
costs

Rich Navarro  
5 El Quanito way  
Burlingame CA 94010  
[mavarroelectric@yahoo.com](mailto:mavarroelectric@yahoo.com)



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

February 25 - Millbrae

February 26 - Palo Alto

March 4 - Redwood City

Name (please print): PAUL NEPOTE

City: MILLBRAE

State: CA Zip: 94036

Title (if applicable): \_\_\_\_\_

Phone: \_\_\_\_\_

Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

E-mail: pnepote@caltralink.net

Address: 908 PALMITO DR MILLBRAE

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

I understand that Cal Train and High Speed Rail will share the same new rail bed and grade separations. What attention is being given to BART (Millbrae - San Jose)?

ALTERNATIVE ALIGNMENT

Is Cal Train a given? or would it be better to switch to BART from Millbrae to San Jose so that

#2A1H  
ROUTE

1) Traditional rail would move freight, (maybe one rail San Jose to S.F.)

3

TRANSFER  
BTWN  
SYSTEMS

2) BART would move people all around the Bay area, including Millbrae to San Jose

#2

Design  
alternative  
terminate in  
S.J.

3) High speed would move people out of the Bay Area

THINK! The whole system

(OVER →)

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SM 135

# Scoping Period Comment Form

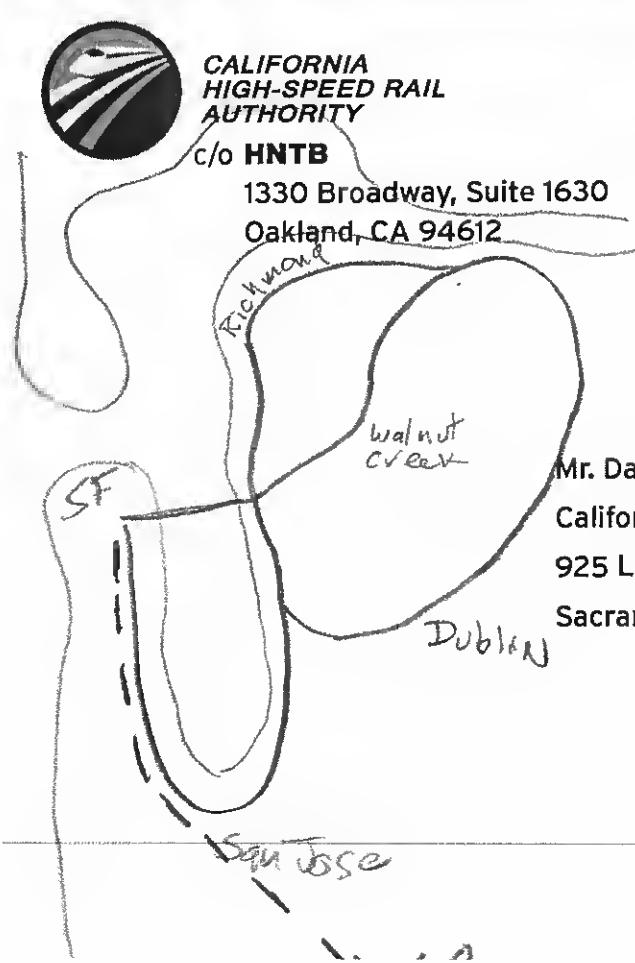


c/o HNTB

1330 Broadway, Suite 1630  
Oakland, CA 94612

Place  
Stamp  
Here

Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814



Kris Livingston

---

From: Terry Nagel [terrynagel@gmail.com]  
Sent: Sunday, April 05, 2009 5:40 PM  
To: HSR Comments  
Subject: San Francisco to San Jose

To Whom It May Concern:

The City of Burlingame grew around the railroad line. We considered ourselves a transit-#11 intro oriented community long before the term became popular.

In designing the line through our city, please consider the social fabric of our community and do not divide it in two with an unsightly barrier. It would be best to run the line underground in areas where people live close to the tracks and in areas close to our two major shopping districts: Broadway and Burlingame Avenue. If this project is done well on the#7 public Peninsula, you will generate enormous goodwill as it expands throughout the state. #2 underground #7 public outreach

I also urge you to give monetary credit to San Mateo County for the huge investment that taxpayers made back in 1999 when we saved the train by purchasing the line. #5 Construction costs #5 sources of funding

Please refer to our city's detailed list of concerns for other particulars. #1 environmental impacts

Finally, I recommend that you place great emphasis on communicating with the public throughout the duration of the project. If you do not involve community members in the initial planning, they will block your plans later. #7 public outreach

Thank you very much for your consideration.

Terry Nagel  
Burlingame City Council  
[tnagel@burlingame.org](mailto:tnagel@burlingame.org)  
(650) 347-3576

Kris Livingston

---

From: Trang Ngo [trang0130@yahoo.com]  
Sent: Thursday, March 12, 2009 12:14 PM  
To: HSR Comments  
Subject: High Speed Rail

Hello,

I live at 344 San Rey Avenue, Millbae Ca. 94030. I'm hoping that you have another alternative. Right now we already have Bart & Cal train. To add the High Speed Rail will be devastating to the value of my property and my 3 kids are in more danger when crossing the track.

Please consider other Alternative.

Thank you,

Trang Ngo

## Kris Livingston

---

From: HSR Comments  
Sent: Tuesday, April 21, 2009 2:39 PM  
To: Kris Livingston  
Subject: FW: High Speed Rail

-----Original Message-----

From: Norma O'Connor [mailto:normaoc@earthlink.net]  
Sent: Sunday, April 12, 2009 5:05 PM  
To: HSR Comments  
Subject: High Speed Rail

Unless it is under-ground, no thanks. I don't want to see the Beautiful City of Burlingame cut into two areas with a high sound wall that would do just that.

#2 underground  
#1 Noise  
#1 Aesthetics  
#1 EJ-community separation

Kris Livingston

From: Paul O'Leary [paul\_oleary@yahoo.com]  
Sent: Wednesday, April 01, 2009 1:40 PM  
To: HSR Comments  
Subject: San Francisco to San Jose HST

I live in Belmont, California and I'm concerned about the construction of high speed rail through the middle of our community. I think the added above ground wires, two additional tracks for all the additional trains, and increased noise will have a negative effect on our community, businesses, residential properties and tax base. We are a 20 minute drive from the proposed train stops but are very close to where the train tracks are proposed.

I would encourage your organization to seriously consider undergrounding the tracks (much like what was done with BART in northern San Mateo County in 2000).

Thanks

Paul O'Leary  
650-593-1954.

#6  
Belmont

#1 noise

#2 property

value

rights

#3 wires  
number of  
tracks

#4  
underground

tracks



# Scoping Period Comment Form

San Francisco to San Jose Section

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Meeting Date/Location

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print)

Marquise Fausidis

City: Menlo Park State: CA Zip: 94025

Title (if applicable):

Homemaker MARTHA FAUSIDIS

Phone: 650.274.8536 Fax: 650.274.8536

Organization/Business (if applicable):

1430 Mills St

E-mail: we are a family of 2 living in Menlo Park

Address

1430 Mills St

Menlo Park

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

LET ME START BY SAYING: THANK YOU FOR HAVING THIS MEETING. I WOULD LIKE TO EXPRESS MY DEEPEST CONCERN FOR THE HIGH SPEED TRAIN RUNNING ALONG THE COTRAN ROUTE. I AM NOT IN FAVOR OF THIS, IF YOU RUN THIS TRAIN, PLEASE RUN IT SOMEWHERE ELSE, WHICH WOULD NOT AFFECT OUR ENVIRONMENT AND RESIDENTIAL TERRAIN, PERHAPS RUN IT ALONG HIGH I-5 S.F. TO LAX AREA.

ON ANOTHER NOTE, THE COST INVOLVED IS ASTRONOMIC, THEREFORE I BELIEVE THE PROJECT SHOULD NOT TAKE PLACE. THE FUTURES TO LAX ARE NOT FULL, WHY WOULD A TRAIN BE?

Thank you,  
Marquise Fausidis  
& Martha Fausidis

RECORDED

FEB 13 2009

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

## Kris Livingston

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:06 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco - San Jose High Speed Rail

**From:** Kathy Parker [mailto:kpark301@sbcglobal.net]  
**Sent:** Monday, April 06, 2009 5:01 PM  
**To:** HSR Comments  
**Subject:** San Francisco - San Jose High Speed Rail

**From:**  
Katherine and Ralph Parker  
187 Stone Pine Lane  
Menlo Park, Ca 94025

**To:**  
California High Speed Rail Authority  
925 L Street Suite 1425  
Sacramento, CA 95814

**RE: San Francisco – San Jose High Speed Rail Project; EIR from San Francisco to San Jose**

Dear Board of High Speed Rail Authority,

My husband and I are residents of Menlo Park living in a community directly bordering the CalTrain tracks. We support the concept of High Speed Rail in California but find the project, as currently proposed, most unacceptable. We want to strongly urge the Board to look carefully at the following issues pertaining to the project:

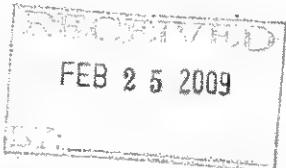
- 1) Reopen the option of using the Pacheco Pass route; the original EIR failed to adequately examine all the environmental impacts and tremendous negative impact that running a high speed train down the peninsula corridor would cause. In terms of both cost and negative impacts, this issue should be reexamined. *#1 deficiency in previous EIR* *#2 alternate route*
- 2) Consideration should be given to the huge negative impact on property value, quality of life, loss of community sense if elevated tracks on cement walls, 40 ft wires above that, and 120mph trains go right through our residential neighborhoods. *#1 property values* *#2 costs-social*
- 3) Re the Altamont Pass option: 300,000 – 400,000 cars would be taken off the road using this route whereas only 100,000 cars are proposed to be eliminated using the Pacheco route. *#1 traffic circulation*
- 4) The only truly acceptable option for the train going down the peninsula would be to have FULL BORE TUNNELLING. If cost is an objection, it would be much less expensive to do it this way the first time rather than come back later and do it over. *#2 tunnel*
- 5) HSRA needs to provide a business plan showing how the train will be profitable once completed, running on an route that is not currently profitable. Also this plan should full disclose all closts associated with the project. *#3 operational costs* *#4 profitability*

Thank you for your attention in this very important matter

Katherine F Parker



Ms. G. Lyndall Parsons  
1274 Orange Ave.  
Menlo Park, CA 94025



February 24, 2009

High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA. 95814

Dear Sirs:

Has anyone actually done the arithmetic re putting the fast train in a tunnel - rather than just saying "probably too expensive"?

It would eliminate the (not inconsiderable) cost of buildings and businesses that would have to be destroyed for 48 over/under passes; many months of disruption to traffic, plus enormous mess; the walls alongside the tracks and the permanent division and disruption of the cities for many decades a century or more - to come.

If local freight is at present unable to run in a tunnel, it could continue on the surface for the time being. It is quite possible to have train lines running above one another.

(London underground, built in the 1800's, has three underground lines running above each other at some points (eg. Picadilly Circus).)

Please make a really serious appraisal of the tunnel possibility. It is by far the most desirable alternative.

Sincerely,

G. Lyndall Parsons

G. Lyndall Parsons.

I-SM 142



# Scoping Period Comment Form

San Francisco to San Jose Section

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Meeting Date/Location

January 20 - San Mateo County     January

Name (please print):

Patricia B. Penning  
2140 Santa Cruz C101  
Menlo Park CA 94025

Title (if applicable):

Organization/Business (if applicable):

Address

County

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Fax: \_\_\_\_\_

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

Pat Pen 34 @ aolglobal.net

First of all, please change the project name "FLY"  
That's just asking for competition  
How about "ZIP" zipper...which may still have a patent.

DO. 10  
CHANGE  
NAME

Then instead of promoting passenger travel make freight the primary goal. Promise the people of California that the frightening, noisy, smelly trucks will be replaced with rail.  
Of course the trucking companies will not be too happy although the cargo obviously has to be handled by truck to local destinations.

DO. 10  
Add freight service  
H&E ST  
DALE FRAZER

Just ask the airlines what is more important...cargo or people.] #11- 10022

Please adddress early the Parking of autos at the train stations..even though you hope people will use public transportation..

#1 PARKING @ STATIONS

Include in your desert tests at 250 mph the inevitable event of earthquake.

DO. 1  
Geo

Please reconsider Pacheco Pass and instead use the useless ACE route at least to San Jose. Ha there ever been a stranger train that goes west in the morning and only on Mon thru Fri.

DO. 2  
ALT ALIGNMENT

Finally, the San Jose to San Francisco segment obviously should follow Hwy 101 even if the ground is jello and East Palo Alto would be further cut off. Any route through Palo Alto Menlo Park and Atherton will have to be a tunnel even current grade crossings are inadequate.  
FROM PATRICIA B. PENNING, MENLO PARK CA

DO. 2  
Alt alignment path  
No. 2  
TUNNEL

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

## Kris Livingston

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:35 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST

**From:** Stephanie Peters [mailto:[stmpeters@yahoo.com](mailto:stmpeters@yahoo.com)]

**Sent:** Wednesday, March 04, 2009 9:25 PM

**To:** HSR Comments

**Subject:** San Francisco to San Jose HST

To Directors of the CA High Speed Rail project:

I am a resident of Menlo Park who feels completely betrayed, "hoodwinked" and "railroaded" by your current plans to bring the speed train system up the peninsula.

Who is this plan good for...commuters in Los Angeles and San Francisco? Your current plans seem to show absolutely no concern for the impact on the peninsula communities that your current design will divide and destroy. Have you learned nothing from the destructive impact of freeways bisecting communities in decades past? Your plans for 30' walls and belong in the middle of an industrial zone, not densely populated, tightly knit residential communities.

I know that many of my friends voted for this proposition with absolutely no idea of your awful plans to ruin our community, and just a faint approval of a fast train ride down the central valley. It will be simple to raise vast community support to fight this project – including those like me who were misguided and misinformed about this project. The completely inadequate concern for the impact on our communities is shocking. No wonder so little effort was made by your organization to inform the public.

It would be a tragedy to destroy our wonderful communities by running the train up the peninsula. Furthermore, the Altamont Pass is a much better route with fewer environmental impacts and greater benefits – the population density is so much greater and it could serve to take many more cars off the road. The Altamont Pass route would also draw many more riders and give this train a chance to sustain itself, which is critical given our state's dire economic problems.

Please discard your heavy-handed approach and think long-term about the quality of life of Californians who live on the SF Peninsula. This train is not just about commuters.

Thank you for hearing my deep concerns and dismay regarding this project.

Stephanie Peters

Stephanie Peters  
1010 Continental Drive  
Menlo Park, CA 94025  
415-999-7613 (m)  
650-854-1122 (h)  
[stmpeters@yahoo.com](mailto:stmpeters@yahoo.com)

Stephanie Peters  
415-999-7613 (m)  
650-854-1122 (h)  
[stmpeters@yahoo.com](mailto:stmpeters@yahoo.com)



# Scoping Period Comment Form

San Francisco to San Jose Section

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Meeting Date/Location

January 22 - San Mateo County    January 27 - San Francisco County    January 29 - Santa Clara County

Name (please print): MARGARET PETTISON City: MENLO PARK State: CA Zip: 94025

Title (if applicable): SPKESPERSON ON BEHALF OF Phone: (650) 352-7152 Fax:

Organization/Business (if applicable): HALT HOMEOWNERS AGAINST ROAD TRAINS E-mail: MARGARET@WEDTV.NET

Address: 481 WALTER BY ST. MENLO PARK, CA, 94025 HORN AWARENESS AB AGAINST HORNS

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

AB: CITIZENS FOR NOISE ABSTINENT - NOISE AND AIR POLLUTION. (DIESEL)

ALSO, APARTMENT OWNER PETITIONS TO CALTRANS & MTP ON NOISE MUCH TURNOVER OF TENANTS

CONSTANT COMPLAINTS OF NOISE

MAJOR PEAK, MTW VIEW - WRITE OF COMPLAINTS OF WHEEL SQUEAL & BLASTING HORNS

SLEEPLESS FROM FREIGHTS' VIBRATION LIKE EARTHQUAKES

SEE: SLEEPLESS IN SAN DIEGO, QUIET ZONES

PEAK OF CONSTRUCTION NOISE

NEED ACOUSTIC ENGINEERS FIRST

" EQUIPMENT NOISE SHIELDS,

" ACOUSTIC BLANKETS,

RELOCATION, DURAS & CONSTRUCTION COMPENSATION TO APART. OWNERS FOR LOSS OF TENANTS.

AT WHAT SPEED DOES HSR STRIKE OCCUR?

1  
NOISE

#1  
Vibration

1  
NOISE

6  
RELOCATION  
FINANCIAL  
COMPENSATION

1  
NOISE

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

## Kris Livingston

**From:** Margaret Petitjean [MPetitjean@webtv.net]  
**Sent:** Saturday, April 04, 2009 1:05 AM  
**To:** HSR Comments  
**Cc:** stophorns@webtv.net; citz4dBAbate@webtv.net; David.Valenstein@fra.dot.gov; senator@feinstein.senate.gov; info@mtc.ca.gov; Ron.Ries@fra.dot.gov; r9.info@epamail.epa.gov; senator.simitian@sen.ca.gov; jhill@co.sanmateo.ca.us; rgordon@co.sanmateo.ca.us; rosejg@co.sanmateo.ca.us; mchurch@co.sanmateo.ca.us  
**Subject:** Fwd: USDOT:FRA:Use of Locomotive Horns:HTML NPRM  
**Attachments:** USDOT:FRA:Use of Locomotive Horns:HTML NPRM

**To:** Mr. Dan Leavitt, Deputy Director

The subject document attached, is the result of over ten (10) years of due diligence to protect the nearby residents of railroads from the serious health impact of mandated train horn blasts. It was the intention of the Federal Railroad Administration that by the time the Rule was finalized the cities would have opted to establish "quiet zones".

Included in the comments of the docket was a letter from the city attorney of Menlo Park opting for "quiet zones" at the railroad crossings in Menlo Park. The City of Palo Alto shelved a Feasibility Study and Design of its remaining crossings in order to install supplementary safety measures to establish "quiet zones".

Petitions of these cities and numerous others along the Caltrain Corridor were submitted to their officials and to the Joint Powers Board of Caltrain asking for short term and long term solutions to the assault of injurious horn blasts.

Due to the ever-increasing speed and numbers of Caltrain commuter trains and the freights which thunder through the city and are indistinguishable from earthquakes numbering altogether over one hundred

(100) daily at present (destined to double or treble becoming "rapid rail" with frequently downed-gates and at-grade crossing congestion), it is neither planned nor practical to establish "quiet zones" with supplementary safety measures other than separation of the trains from vehicles and pedestrians.

There have been numerous deaths and countless near-misses.

Menlo Park officials, due to intimidation and threats of recall, have heretofore failed and refused to agree to grade separations despite the fact that the majority of citizens voted for and have been taxed for many years for improvements which included grade separations. The majority have now voted for high speed rail.

The environmental issues to now be evaluated for high speed rail are:

Air Quality; Noise/Vibration; Traffic and Circulation; Land Use; Development; Planning and Growth; Biological Resources-Section 7 or Section 10, 2081 Permit; Wetlands/Waters of the U.S.-Sections 401 & 404, 1600; Community Impacts/Environmental Justice; Parks and Recreational Facilities-Section 4(f); Historic/Archeological Resources-Section 106; Construction Impacts, Cumulative Impacts; Visual Quality and Aesthetics; Hazards and Hazardous Materials; Flood Hazards, Floodplains and Water Quality

Without proper qualifications I am unable to comment on most of these issues and know that you have already compared the improvement of electric v. diesel fumes of locomotives and the

11  
BACKGROUND  
#1 Noise

3  
FREQUENCY  
NOISE

11  
BACKGROUND  
#2 Grade  
separation

1  
ALL  
AQ  
NOISE  
TRAFFIC  
LU  
401  
GROWTH  
HYDRO  
COMMUNITY  
ED  
CULTURAL  
CONST

benefits of overpasses or underpasses at crossings with overall improvements in congestion and air quality.

I am, however, the owner/manager of a small apartment complex close to the railroad and must contemplate and disclose the following impacts for which I ask review after 45 years of pleading for relief of the train and horn noise, having corresponded with legislators, including Dianne Feinstein, Anna Eshoo, Senator Simitian, Ira Ruskin, etc.

1. Noise: Employ independent acoustical engineers to evaluate the impact of single events such as horn blast warnings during construction hours of operation which may deny sleep of day and night sleepers;

2. Vibration: Compare the vibration of underground to overhead trains, especially freights which shudder and shake buildings and their contents, including beds, now at ground level;

3. Mitigation: Consider funding for noise-reduction windows for those within a certain distance of what will be almost constant operation of trains using the Housing and Urban Development (H.U.D.) guidelines and those in the Noise Elements of the state mandated General Plans of all cities along the corridor;

4. Relocation: Evaluate feasibility of allowing the thousands of tenants of apartment buildings (which include numerous doctors, medical students, police officers, other emergency personnel and day as well as night sleepers of Stanford University and other facilities to either temporarily or permanently relocate during construction of rails or tunnels for the high speed trains at the cost of the HSR Authority;

5. Compensation: Consider the reimbursement of losses of rents to the property owners as their tenants flee from the railroad environs where the construction noise will allow them to break leases and agreements due to the violation of the promise that every landlord is required to provide; namely, the "quiet enjoyment of their rental property".

6. Notice: Consider estimating and informing all stakeholders of the time their property and lives will be "on hold" during construction of the HSR.

7. Construction: Consult Acoustical Society Engineers to plan reduction of impacts of noise with noise reduction methods such as acoustical shrouds around large areas and noise shields for equipment ensuring lessening of impacts upon workers and residents.

8. Disclosure: Real Estate Agents and property owners are already required to disclose that the Caltrain Corridor is the chosen route for the HST from San Francisco south. We trust that notice will be given prior to all phases of the planning in order to conform to state law.

9. Lawsuits: It should be noted that two members of the City Council of Menlo Park (others absent or recused) took it upon themselves without any public input to enter into a lawsuit against this state authority with the understanding that it would be at no cost to the taxpayers.

Their stated cause of action regarding non-response to comments has been rejected by the court. Many people did not receive responses to their comments but did not sue. Was that necessary?

10. Environmental Justice: Despite the fact that the majority of its residents have voted in favor of the ballot measure to allow HSR along the Caltrain Corridor, the council is remaining as plaintiffs against citizens' wishes and have encouraged other cities to do likewise, denying environmental justice and the cessation of horn blasting which has caused and continues to cause much suffering and threatens the health, safety and welfare of its citizens.

2  
GRADE  
SEPARATION  
#4 Alt Tech

11

1  
NOISE  
MITIGATION  
Vibration

6  
RELOCATION

6  
FINANCIAL  
COMP.

3  
CONSTRUCTION  
PHASING/  
DEVELOPMENT  
ORDER

1  
NOISE  
CONSTRUCTION  
7  
PROCESS UPDATE

11

1  
EJ  
NOISE  
SAFETY  
COMMUNITY

11. Cumulative Impacts: Evaluate the lessening of overall noise when construction has ended with the cessation of routine horns v. the wind shriek of high speed trains; then the air quality from removal of cancer-causing diesel locomotives.

1  
NOISE  
AQ

12. Aesthetics: As recommended by Caltrain officials to those finding railroad signals offensive, reduce visual impacts by the planting of Italian Cypress tall bushes and other vegetation to hide catenaries, berms etc. and evaluate an overhead design using methods other than continuous tall concrete walls which was the only option, of many, circulated by the opponents of HSR.

1  
AES  
BIO

Thank you for allowing me to comment as a spokesperson for numerous petitioners, including the elderly and tenants who feel they have no voice.

11

Margaret Petitjean, 489 Waverley St. Menlo Park, Ca. 94025 Tel: (650) 322-7154

H.A.L.T (Homeowners Against Loud Trains - established by Felton Gables, Menlo Park resident in the 70s)

H.O.R.N. Halt Outrageous Railroad Noise - (A national organization)

Citizens for Noise Abatement, S.F. Peninsula (petitioners to cities and Joint Powers Board of Caltrain 2001)

S.A.D. (Sleep-deprived Americans Driving)

**Kris Livingston**

---

From: Jennifer Pfaff [jpf@pacbell.net]  
Sent: Sunday, March 08, 2009 10:33 PM  
To: HSR Comments  
Subject: San Francisco to San Jose HST

Dear Mr. Leavitt,

I continue to be upset at the lack of information provided by the Rail Authority regarding noise impacts, space requirements, etc, for trains projected to come through the Peninsula Corridor. For cities, like Burlingame, this will virtually isolate a third of the town, possibly ghettoizing it if the planning isn't done properly. I am also worried about our historic station and the grove of lovely eucalyptus that have been there for decades.

*#7 poor outreach*  
*#7 info request*  
*#1 noise*  
*#1 EJ community separation*  
*#1 historic resources*  
*#1 biological resources*

Also, nobody is talking about the noise these trains and tracks make. Burying or trenching trains is the only method to buffer sound. Berms are barriers. I am deeply concerned and angry that this was not talked about in any detail before it came before voters who now may be having second thoughts. Please register my remarks as being from a very concerned eastside Burlingamer.

*#1 noise*  
*#2 trench, tunnel*  
*#7 prop 1A*

Thanks,

Jennifer and Juergen Pfaff  
615 Bayswater Ave.  
Burlingame, CA  
650-348-7961

## Kris Livingston

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 2:51 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST

**From:** Scott Phillips [mailto:[phillips.d.scott@gmail.com](mailto:phillips.d.scott@gmail.com)]  
**Sent:** Thursday, April 09, 2009 4:33 PM  
**To:** HSR Comments  
**Subject:** Fwd: San Francisco to San Jose HST

----- Forwarded message -----

**From:** Scott Phillips <[phillips.d.scott@gmail.com](mailto:phillips.d.scott@gmail.com)>  
**Date:** Tue, Apr 7, 2009 at 2:45 PM  
**Subject:** San Francisco to San Jose HST  
**To:** comments@hsr.ca.gob

Regarding environmental considerations for the San Francisco to San Jose high-speed rail proposal:

As a resident of Menlo Park I strongly support the concept of high-speed rail, but I have serious concerns regarding the impact the current proposal would have on the communities adjacent to the rail line. The preliminary Environmental Impact Report appears to assume an at grade expansion of the existing rail corridor with grade differential being achieved by creating underpasses for intersecting streets. I believe this approach is now considered unlikely since it would result in many existing homes, businesses, and even entire streets being cut off due to the need to lower streets at crossing points.

My impression, based on the little information we have gotten from the HSR authority, is that the current favored approach is to elevate the tracks using berms, or using retaining walls where there is insufficient space for the less expensive berms. This approach will result in massive structures running through the affected communities. These raised structures will effectively divide the communities, become a target for graffiti, and seriously lower property values in the surrounding areas. In addition the raised structures will allow the noise to carry further unless noise abatement walls are added which would make the structures even more visually massive.

I believe the HSR authority should seriously consider using a trench/tunnel approach when building the corridor. Trenches could be used along much of the corridor with "trench and cover" tunnels used through downtown areas. This approach would have the following advantages:

1. Communities would not be divided to the same extent.
2. Noise would not be propagated as far.
3. The visual impact on surrounding communities would be minimal.
4. It is likely that fewer mature trees would need to be eliminated to provide clearance for electrification.
5. Tunnels through downtown would provide an opportunity to sell or lease land above the tunnels for commercial development adjacent to the stations. This would require co-operation with CalTrain, but it could offset the additional cost of tunneling.

6. Property values near the corridor should increase instead of decrease. This would provide additional long-term tax revenue for the state.

It seems that current plans are simply attempting to minimize construction costs without bothering to consider long term economic impacts on the surrounding areas.

In addition to the above points, I would like to see additional emphasis on vibration abatement. My house already has some vibration from "baby bullets" and extensive vibration when freight trains pass by. Unless there is a serious effort to reduce vibration then the proposed volume of high-speed traffic may render nearby homes unlivable.

Sincerely,

Scott Phillips,  
188 Stone Pine Lane,  
Menlo Park, CA 94025

[phillips.d.scott@gmail.com](mailto:phillips.d.scott@gmail.com)

[phillips.d.scott@gmail.com](mailto:phillips.d.scott@gmail.com)

## Kris Livingston

**From:** Steve Quattrone [squattrone@sbcglobal.net]  
**Sent:** Sunday, April 05, 2009 11:29 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Mr. Dan Leavitt  
Deputy Director  
San Francisco to San Jose, California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt,

Regarding the scope of the San Francisco to San Jose HST Project EIR/EIS. Please reconsider the Altamont Pass route, I understand it would take 300,000 to 400,000 cars off the road. I would also like to strongly urge you to consider running the current CalTrain and future High Speed Rail under the existing CalTrain corridor if the Altamont Pass route is not taken. By boring underground it would resolve many of the problems associated with running the trains above ground such as noise, blight, suicides, grade separations... community opposition would all but go away. If they can bore under the English Channel, the Peninsula should be a walk in the park! I believe high speed, reliable, effective, efficient, financially responsible and sustainable public transportation would be wonderful. High speed rail if done poorly would be a nightmare and destroy the special quality of our intimate Peninsula communities. As it is, the relentless expansion of services of CalTrain is creating quality of life problems for many of us on the Peninsula. I would urge you to do all you can to be good neighbors and work with the communities that you touch to achieve a result that will enhance the quality of life for the communities as well as provide a long term asset for California in a well designed rail system.

Steve Quattrone  
1741 Stone Pine Lane  
Menlo Park, CA 94025

#2 alternate alignment

#2 underground

#1 community impacts

#7 community acceptance

49 Maple Ave.  
Atherton, CA 94025

January 13, 2009

Mr. Dan Leavitt  
Deputy Director  
Attn.: San Francisco to San Jose, CA. High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: public comments

Dear Mr. Leavitt,

I live in Atherton near the proposed route of the high-speed train. I am writing to provide comments on the terrible effects this project will have on my neighborhood.

This train is not at all compatible with our neighborhood. Sure, Cal Train runs trains through, but the noise and vibration and environmental damage of hundreds of additional high speed trains, in ADDITION to Cal Train, would be infinitely worse. It would destroy many of the good qualities that drew us here in the first place – peace, trees, community interaction with neighbors, the local historic library and its Reading Park.

Hundreds of high-speed trains every day harreling by our houses would add unspcakahle noise and vibrations. Our neighbors are people who go for walks on the streets, with dogs, children or just themselves. We are a community. The local library is over 70 years old and hosts children's programs which often spill out afterwards into the adjacent Reading Park. This library is just a few feet from the high-speed rail site and would surely suffer structurally from the vibrations of all these extra trains. Additionally, imagine trying to read or have children's story time, much less trying to let your child read a book or play in the park, or going for your usual quiet walk with high-speed trains plowing by. This well-loved old library would be gutted if noisy, shaking trains constantly shot by overhead. High-speed rail would dominate and chill our interactions with our neighbors and as a community.

Holbrook-Palmer Park, just around the corner from us, would be similarly affected. The community counts on the park to be a safe, peaceful place to play, explore, walk, and go to pre-school. The noise and vibrations of a raised train running hundreds of cars a day would ruin the park's atmosphere.

If built up on a raised track, the train would create an ugly, industrial wall that would bisect our small town. The raised track would broadcast the noise and vibration far and wide. As it now exists, the Cal Train right of way is screened with mature trees and

#1 noise  
vibration  
biological resou  
comm. impacts  
open space park  
Public Service

#1 noise  
public  
service

#1  
open space/  
park

#1 aesthetics  
noise  
vibration  
biological  
resou

shrubs, many of which I understand would be chopped out to make way for rail construction. This is a major environmental loss.

The raised track also presents significant safety problems. Only last month – December 12, 2008 - a Union Pacific train de-railed at a busy intersection in Los Gatos. Just one incident like that would send a bullet train catapulting into who knows how many of our nearby homes, with deadly consequences. No one can promise that de-railment will never happen.

If this train is built, it must be trenched and tunneled, at least through residential areas like Atherton, Menlo Park and Palo Alto. This is the only way to avoid the safety problems of de-railment that are ever present with raised tracks.

And then there are the people who will lose property to the train. The HSRA has made much of the fact that people won't lose their homes, but everyone who has done any math on placing those rails knows this is disingenuous. Even those losing only part of their property will suffer, because most of us don't have large lots and will get stuck with the train as a nightmare of a neighbor, in a home no one will buy. These are the neighbors who organize the block parties and the camping trips and the car pools that make things mesh. The tremendous environmental and property inequities would be compounded by the social cost of a ruined neighborhood.

The construction process by itself will be incredibly destructive, especially given the desire of Cal Trans to run shoo-fly tracks around the construction and keep their trains running, literally in some people's homes. It will likely close Station Lane, a well-traveled road parallel to the train tracks which many of us rely on to get our children to pre-school, primary and high schools located across the tracks, or to get to the freeway for work or to visit neighbors on the other side. Traffic bottlenecks will be created as we try to get where we need to go.

It makes no sense to plow this train through our homes and incur all of these environmental, safety, and social costs when we already have a well-integrated train and a superior alternative available in the Altamont route. If you are truly concerned about mitigating the costs associated with high-speed rail, you need to take a hard look at using Altamont. Short of that, this train needs to be trenched and tunneled.

Sincerely,



Julie Quinlan

#1 safety

#2 underground

#6 eminent domain

#2 track width

#1 community impacts

#1 construction impacts

#1 circulation

#2 alt route

**Paul Quinlan**  
49 Maple Avenue  
Atherton, CA 92027

January 13, 2009

Mr. Dan Leavitt  
Deputy Director  
Attn.: San Francisco to San Jose, CA. High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**Re: Public Comments (High-Speed Rail)**

Dear Mr. Leavitt,

I am a supporter of projects that will take people off our highways and help mitigate the ever increasing impact of transportation on our climate. That said, I also believe that we need to do things the right way.

I do not understand why the High-Speed Rail Authority is proposing to start in the Caltrain corridor between San Francisco and San Jose. There is already a high speed train that operates in that corridor (the Bullet Train) and it seems to me that given the funding challenges of the Rail Authority, the money could be better spent in sections of the proposed route that do not have such trains. That way new segments can be linked with existing segments to complete the project sooner and get people off the roads sooner. Then work could continue to upgrade the whole system to even higher speed trains. I believe the environmental impacts of the HSR project could be significantly reduced by taking advantage of the existing train system between San Francisco and San Jose and upgrading that segment only after the project had already linked San Francisco to Los Angeles. Thus I encourage you to start the project other than on the San Francisco – San Jose portion of the route.

I also believe that the section of the San Francisco – San Jose route that passes thoroughly densely populated areas such as Redwood City, Atherton, Menlo Park and Palo Alto should be trenched. Trenching is the best way to mitigate the substantial impacts on those communities that will come with the train. A 30 foot raised track would greatly increase the impact on the community versus the current ground level tracks. Trenching is the best way to build the train in those areas without destroying the area through which it passes.

Raised tracks also present significant safety problems. A derailed train 30 feet overhead in a densely packed residential area would be a disaster. Trenching is the only way to mitigate such a potential (and in many ways inevitable) disaster.

#8 support

#2 terminate in SJ

#3 upgrade ex rail

#2 understand

#1 safety

I-SM 151

I understand that trenching may be more expensive than raised tracks but the increased costs of trench and cover construction would be a far better way to use that money than destroying the surrounding residential areas. I am not proposing trenching the entire project, just those areas that go through dense residential areas. The neighbors of the HSR project are already being asked to pay a steep price for HSR, please mitigate their costs by trenching in those areas.

#6  
costs

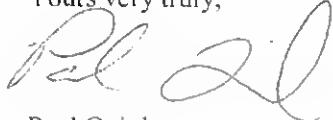
Finally, by trenching the rail in residential areas, you also may be able to provide an area (above the tracks) where something like a park could be maintained by the local towns/neighborhoods – thereby providing a public benefit to better convince the neighborhoods to support the HSR project. While Proposition 1A did pass last November, please do not lose sight of the fact that 48% of voters did not support the Proposition and two years from now HSR could face a contrary proposition and/or additional funding may require further referenda and the Rail Authority should be doing all that it can to persuade those 48% that HSR is a project worthy of support. Trenching in residential areas would be a mitigation that would go a long way to generating additional support for the project.

#2  
greenway/  
air rights

Thus please consider: (1) reducing the environmental impact of the project by using the existing infrastructure in the CalTrain corridor and (2) reducing the impact of the project by trenching the tracks in residential areas such as Atherton and Menlo Park. Thank you for your consideration.

#2 terminate in  
SJ  
#2 underground

Yours very truly,



Paul Quinlan



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

February 25 - Millbrae

February 26 - Palo Alto

March 4 - Redwood City

Name (please print): ANNE R. WILLIAMS City: MILLBRAE State: CA Zip: 94030

Title (if applicable): \_\_\_\_\_

Phone: 697-9078

Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

E-mail: \_\_\_\_\_

Address: 515 HEMLOCK AVE.

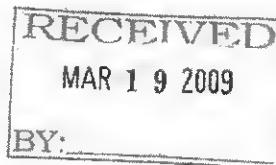
Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly:

I have lived in my home for almost 41 years. I hate to think that I would have to leave my home because of Eminent Domain & not because I chose to do so. I am in my 80s.

1 Community Impacts

6 EMINENT DOMAIN



Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

**Fold and Tape Completely Before Mailing**

I-SM 152



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

**Meeting Date/Location**

February 25 - Millbrae    February 26 - Palo Alto    March 4 - Redwood City

RECEIVED

APR 3 2009

BY:

State: CA zip: 94061

Name (please print): Rebecca Ratcliff

City: Redwood City

Title  
(if applicable): \_\_\_\_\_

Phone: 650 364 8520

Fax: \_\_\_\_\_

Organization/Business  
(if applicable): \_\_\_\_\_

E-mail: cliffra(at)hotmail.com

Address: 1046 Eden Bower Ln RWC CA 94061

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.  
Please comment clearly.

We strongly support the introduction of high-speed rail into California and advocate for a stop in Redwood City. Air and car travel in California have become not just an environmental problem, but a misery because of congestion. After travelling on other rapid rail systems, we know we would far prefer rail over the current options for travel to Southern California. We expect our trips south would also increase. Even if high speed rail costs the same as flying, it is a better option (comfort, overall time spent, etc.). Running parallel to Caltrain makes sense for transferring as well as for minimizing environmental impact.

#2

station  
in RWC

#8

support

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

**Fold and Tape Completely Before Mailing**

I-SM 153

Kris Livingston

---

From: SGR1111@aol.com  
Sent: Sunday, April 05, 2009 6:53 PM  
To: HSR Comments  
Subject: highspeed rail

Dear CA Leadership:

My husband and I are all for getting CA up to European/Japanese standards when it comes to creating public transit. CA can be the leader it is by investing in the GREENEST and **smartest** alternatives for transportation. Let's leave the "Gotta Drive in CA" mythology behind.

Regards,  
Shelley G. Richanbach  
650-343-3598  
[sgr1111@aol.com](mailto:sgr1111@aol.com)

REBORN

Hillsborough Resident 94010 (Millbrae, Burlingame, San Mateo)

# 8 support  
J # 2 foreign  
system

\*\*\*\*\*

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

(<http://pr.atwola.com/promoclk/100126575x1220572833x1201387477/aol?redir=http%2F%2Fwww.freecreditreport.com%2Fpm%2Fdefault.aspx%3Fsc%3D668072%26hmpgID%3D62%26bcd%3DAprilooterNO62>)



# Scoping Period Comment Form

San Francisco to San Jose Section

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Meeting Date/Location

February 25 - Millbrae

February 26 - Palo Alto

March 4 - Redwood City

Name (please print): Loretta Richardson

City: San Bruno

State: CA, Zip: 94066

Title (if applicable):

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Organization/Business (if applicable):

E-mail: \_\_\_\_\_

Address: 205 East Angus Ave

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

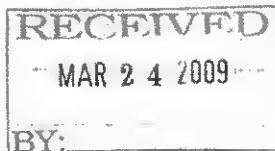
Please comment clearly.

First and most importantly is the concern of our properties. We do not want any intimate domaine of any ones property for this project, no person wants to be replaced especially during these uncertain hard economical times. I would agree with a under ground System if our concerns are met. If there are other suggestions I would like to be informed.

6  
EMINENT DOMAIN

2  
UNDER-GROUND TRACK

Thank you.



Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

**Fold and Tape Completely Before Mailing**

I-SM 155



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

February 25 - Millbrae

February 28 - Palo Alto

March 4 - Redwood City

Name (please print): Jose M. Roto

City: Redwood City

State: CA Zip: 94063

Title (if applicable):

Phone: 650/363-1546

Fax:

Organization/Business (if applicable):

E-mail:

Address: 241 5TH AVE. Redwood City CA 94063

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

I think the reasonable alternative for High-Speed Rail such as having passengers on High-Speed train disembark in San Jose and transfer to express Cal train only stop at Redwood City, Millbrae to San Francisco. This is not only the easy way also will save taxpayer's money.

2 Terminate in SJ

Different Alternative

2 DIFFERENT STATION LOCATIONS

3 TRANSFER BTWN SYSTEMS

I urge the High-Speed Rail Authority to seriously consider the reasonable Alternative option before considering the proposed route along the existing Cal train tracks!

MAR 1 2009

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SM 156



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

February 25 - Millbrae

February 26 - Palo Alto

March 4 - Redwood City

Name (please print): Mrs. Ron Romaine

Title (if applicable): (My/Mrs 39 yr. residents)

Organization/Business (if applicable):

Address: 582 Hemlock Ave. Millbrae, CA 94030

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices. - Probably on already.

Please comment clearly.

We have resided at this location for 39 years, and so experienced all of the disruption involved with BART tunneling behind our back fence!!! So not looking with pleasure to IMPACT of another invasion.

1  
CONSTRUCTION

ALTERNATIVE ROUTE TO PLEASE CONSIDER (reduces costs, time, & disruption to hundreds of people and properties)

Since CAL TRAIN is considering going electric- why not let that system be the mode of travel from S.F. to San Jose, using EXISTING rails and Station in SF. (Spruce up or enlarge, whatever needed, I've not seen the Caltrain station at end of line in SF).

SAN FRANCISCO does not need the "TA DA" of a grand High-Speed station .. and the huge cost to build same.

Let the actual HIGH SPEED train start at San Jose and go its way NO. to Sacramento and SO. to Orange Co, and on to San Diego if planned.

Provide luggage storage space inside CAL TRAINS and have personnel in San Jose to transfer same to HIGH SPEED, so passangers not concerned.

PLEASE consider this seriously.

Thank you for opportunity to give input.

Sincerely,

Ann Romaine

Ronald D. Romaine

RECEIVED

MAR 25 2009

BY:

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SM 157

u.bullit

## Kris Livingston

**From:** Steven W Russell [stevenwrussell@gmail.com]  
**Sent:** Thursday, April 02, 2009 10:15 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Thanks for your many meetings over the past months to lay out a bit of what you've been planning and what the future system may look like. I am resident of Redwood City living within 1 mile of the right of way and about 2 miles from the Redwood City Caltrain station. Here are my suggestions:

1) Although several cities and towns along the route are already engaged in a lawsuit, many cities are actively working with Caltrain to see that Caltrain service is improved while bringing HST service to SF via San Jose, Pacheco Pass and the Central Valley. In particular, I support any design that incorporates the electrification and grade separation of the San Francisco-San Jose right of way. The recent adjustments of the MOU agreement with Caltrain indicates how carefully the Authority has been listening to many of the critics of the planning process and is a step in the right direction.

2) I support, if any station is to be included between Millbrae and San Jose, that the station be sited at Redwood City. The station will help Redwood City to complete the rebuilding of its downtown, as well as encouraging transit oriented development, more foot and bicycle traffic and walkable neighborhoods. Redwood City has developed, as part of its updating of the city's master plan, a "streetcar" neighborhood plan that would bring HST and Caltrain patrons from surrounding communities, possibly connecting via Dumbarton rail to ACE, BART, Amtrak and the Altamont region to the Redwood City station. The plan is already part of the planning process as one possible option for the updated master plan.

3) If the stations in this area are to be San Francisco, Millbrae/SFO and San Jose only, I would still support the HST project provided the Caltrain improvements (grade separations and electrification plus extension to the Transbay Terminal for HST and Caltrain) still occur.

4) I would like to see a better connection to SF Airport than the currently underutilized BART line. Perhaps the HST could be connected to the SFO terminals via the people mover or plans might be made to actually bring HST to the terminal (perhaps on the BART line currently running from Millbrae-SFO). If neither of these options are possible, perhaps a continuous BART shuttle can be run from Millbrae to the airport terminals as wait times will keep anyone wanting to make a quick transfer from using HST.

5) Planning should also include a connection to San Jose airport. HST was offered as an alternative to air travel (and is an especially good way to reduce the state's greenhouse gas emissions). BART (via the just approved funding at least to east San Jose), Caltrain, ACE, Amtrak and VTA all run close to SJC but there is no easy transfer. There have been international flights at SJC in the past (and are a few still to Mexico and Canada) but this connection could provide additional "lift" for Bay Area and Central Valley international passengers, as well as for long-distance North American travel.

6) One option I've seen on several blogs is to move the HSR station to Santa Clara, thereby meeting ACE, Amtrak and Caltrain and being within 2 miles of the terminals at SJC.

This might also help with the issues of freight traffic on the Caltrain line (see the next item), as well as with possible issues relating to the Union Pacific right of way south of Alma station in San Jose.

7) As a Redwood City resident who would like to see more freight traveling by rail from our port, particular consideration must be given to dealing with UP and its freight carriage rights. Should much of the line, or even a single lengthy portion, be forced underground substantial mitigation would be required to operate diesel freight service. Many in my chat groups are thinking that one option would be to rebuild the Dumbarton rail bridge and bring freight from the east and south bay areas to Redwood City for its journey up to the yards in SSF. In addition, I've read of plans by the port of SF to require quite high overheads to allow double level car carriers to travel the full route, and this would preclude most tunneling or trenching along the Caltrain right of way and would mean rebuilding most of the tunnels in SF. As a long-time volunteer around the South Bay and Peninsula with Save the Bay, I would be worried if frequent service occurred on this rebuilt line but at the

#1 Intro

#8 Support

#4 Electrification

#2 Grade Separation

#2 Station in Redwood City

#3 Coordination

Multi-modal compatibility w/  
existing trains

#2 Grade Separation

#4 Electrification

#3 Caltrain projects

#3 System transfer

#3 System transfer

#2 Station in Santa Clara

#3 Freight coordination

#3 Freight coordination

current level of freight service and some limited passenger service (ACE or Altamont service? Light rail?) I don't think the impacts would be any more than the traffic created by the freeway over the Dumbarton Bridge. 8) I would like to see whatever design options are chosen help to bring cities and towns together. I don't really care for the current Caltrain configurations in San Carlos and Belmont, which, while lined with plants and trees, have very few passages beneath the elevated portions and do tend to wall off separate sections of the towns (particularly visually) In these towns the eastern side is almost entirely industrial or commercial and, after El Camino Real, the western side is residential. Many Peninsula towns are residential on both sides of the right of way (particularly the cities involved in the lawsuit and San Mateo). Although each city is unique, I've traveled frequently in Europe and Asia on HST and have seen many beautiful elevated structures and areas where the supporting structure for the train becomes an integral part (hotels, office buildings, shopping malls, restaurants, museums) of the surrounding community. As the planning moves forward, I'll attend as many meetings as I can and hope you and your engineers can stress that "one size" may not fit all situations.

#1 Community Separation  
#2 Grade Separation

9) Recently many discussions have appeared in our local press about the plans for the Transbay Terminal. I am greatly worried that the current planning does not seamlessly connect to BART, Muni, Samtrans, Golden Gate Transit, AC Transit and the surrounding neighborhood. In particular, I am afraid that moving trains in and out of narrow tunnels and into a one way "box" will preclude future expansion for both HST and Caltrain. Please reopen the consideration for the tail tracks and, perhaps a loop back to the 4th and King Caltrain station. In addition, perhaps consideration could be made for moving the Central subway over one block and having it connect directly to 4th and King or (one block the other way) to the Transbay Terminal. Just afraid after all the spending, we still won't be able to make easy connections to other systems or to get around San Francisco easily.

#2 Different Station locations  
Different alignment

10) If Diridon station is the station for the South Bay area, I think additional connections must be made to BART, VTA and Amtrak, and that provisions for the eventual upgrading of service to Oakland and on to Sacramento, or via the Altamont option should be considered. Depending on the right of way chosen south of Alma St in San Jose (as UP has already said they will not allow any use but the Amtrak and freight trains they operate on their wholly owned right of way as well as a few Caltrain weekday runs) it may be necessary to rethink the entire Pacheco Pass option causing quite a few changes to keep anywhere close to the initiative mandated travel times between SF and LA.

#3 System transfers  
#2 Different alignment

I still think this option is the best choice from the Central Valley to SF and hope that (perhaps the US101 median?) the Pacheco option can be made to work.

11) Although I've already heard much anguish and fear in the Peninsula I've also heard many city council members and mayors reminding residents that this will be a very long-term project with consequences extending for generations, along with great benefits in terms of mobility and reducing our carbon footprint. It is imperative that the project be done right, and with as much thought as possible for future growth in traffic and for the communities served by HST.

#1 Community Impact  
Traffic

12) Although he has always been a great champion of public transportation and an even greater champion of high speed rail, I might suggest that others are better at explaining HST policies and plans to the communities involved than Mr. Diridon. I've attended at least three meetings where he turned allies against HST and led to opposition group formation in at least as many communities. I'm a very strong advocate and supporter of HST but have difficulty listening to Mr. Diridon when he belittles those opposed to the project and lectures them instead of listening. Because this is a project that will impact residents of California for generations, it is imperative that the best spokesmen present HST information and that it is constantly stressed that all are involved in the process and that all points of view will be listened to.

#7 Dedicated contact person  
#7 Poor presentation

Thanks for your consideration.

Best regards and success with this vital project.

#11 Support  
#8 Support

Steven Russell

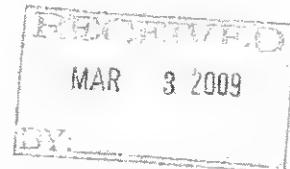
104 Oakwood Dr

Redwood City, CA 94061-3930

650.306.9598

[stevenwrussell@gmail.com](mailto:stevenwrussell@gmail.com)

March 2, 2009



California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Ladies and Gentlemen:

The Friends of the Atherton Library are very concerned about the proposed High Speed Rail project planned from San Francisco to Los Angeles. Planning to put this additional rail service through so many Peninsula communities with no benefit to them is unacceptable.

The Atherton Library is already adversely impacted by the local train service. The noise disrupts the quiet atmosphere that libraries cultivate for reading and for library programs (i.e., lectures, shows and concerts, etc.). The addition of more train tracks will place the trains and all the noise and air particulates closer to the library. The years of construction will mean blocked streets, temporary "shoo-fly tracks," additional noise and difficult access to the library.

1 AQ  
NOISE  
TRAFFIC  
CONSTRUCTION  
IMPACTS

A High Speed Rail, from San Jose to Los Angeles, with a Cal Train connecting to San Francisco or a San Francisco to Los Angeles high speed rail system on the 280 or 101 corridor makes more sense than the present proposal. Why penalize all the residents of the Peninsula with a train that does not stop to provide service to any of their communities? Peninsula communities need commuter trains that stop at local towns . . . not trains that by-pass them.

2 DIFF  
ALIGNMENT  
STATION  
LOCATIONS

Thank you.

Sincerely,

  
Joan Sanders  
President  
Friends of the Atherton Library  
91 Ashfield Road  
Atherton, CA 94027

**Dan Gallagher**

---

**From:** Saucedo [mjsauc@rcn.com]  
**Sent:** Tuesday, January 20, 2009 2:28 PM  
**To:** HSR Comments  
**Subject:** Burlingame accidents/concerns

Dear Mr. Leavitt,

I want to know what types of safety barriers are going to be protecting the residential areas along the entire Cal Train route. As you know Burlingame has had too many deaths. A high speed train is needed but not before safety of the people. Any information you can share would be helpful.

Thank you,  
Marianne Saucedo

#1 safety  
[#7 info  
request

Kris Livingston

---

From: HSR Comments  
Sent: Tuesday, April 21, 2009 3:13 PM  
To: Kris Livingston  
Subject: FW: SF-SAN JOSE EIR/EIS COMMENT

From: carol schumacher [mailto:carol@midpen.com]  
Sent: Monday, April 06, 2009 4:18 PM  
To: HSR Comments  
Subject: SF-SAN JOSE EIR/EIS COMMENT

MID-PENINSULA ANIMAL HOSPITAL  
1125 MERRILL ST  
MENLO PARK CA 94025  
650-325-5671  
CAROL@MIDPEN.COM

ED NOTE; this electronic copy has been preceeded by a mailed-hard copy #11  
on letterhead. USPS label ID#: EH682439778US. This copy includes a new intro  
signature from Lisa Stahr of Scout's House per her request,CBS

April 1, 2009

Mr. Dan Leavitt, Deputy Director  
ATTN: San Francisco to San Jose HST Project EIR/EIS  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento CA 95814

Subject: Comments from Two Merrill Street Property/Business Owners, #11  
Mid-Peninsula Animal Hospital and the Robert Mondin family, Regarding intro  
Grade Separation at Oak Grove and Ravenswood in Menlo Park, and other  
concerns related to the San Francisco to San Jose Segment.

Dear Mr. Leavitt;

We are writing to supplement the oral statement I made to the court #11  
reporter you provided at the Santa Clara Convention Center scoping session intro  
on January 29, 2008. We have multiple concerns with the proposed project  
that we would like to have addressed.

We Are Multiple Related Business Entities, Leasing Two Buildings:  
In addition to the building at 1125 Merrill Street, our hospital leases approximately 2/3 of the building immediately South of us, at 500-530 Santa Cruz Avenue, which is owned by the Robert Mondin family. We sub-lease different portions of the Mondin building to both the Palo Alto Humane Society (PAHS) and Scout's House, a canine rehabilitation facility. The rest of our leased space is used by our hospital for treatments, laboratory and housing animals. We are multiple businesses whose missions are similar, whose continued success is related to each other, and whose lease obligations are intertwined.

#1 background

#### Business Access Via Merrill Street:

In my oral statement I spoke about our concern that full utilization of the current CalTrain right-of-way on Merrill Street, adjacent to the Menlo Park CalTrain station, would block or significantly diminish public access to our business. We are located in the middle of the block, directly across Merrill Street from the historic station house now occupied by the Menlo Park Chamber of Commerce.

#1 local businesses

#1 traffic & circulation

If our clients cannot easily access our building, they will not be able to use our services and our business would suffer accordingly. Not only does this represent financial difficulty for us, and our employees, it also represents a significant hardship for the 6000+ families in the Menlo Park area who use our services to address their animal's medical needs.

In what ways and to what extent will your plans effect traffic on Merrill Street, both during construction and afterwards?

1

#1 Noise  
#1 vibration  
#1 construction impacts  
#2 grade separation

#### Construction Noise, Vibration and Debris:

Both rail crossings on either side of our block (Oak Grove and Ravenswood) are slated for grade separation. Our location in the middle of that block makes us particularly concerned about the impact of this construction work on our business. We are also concerned about the noise, vibration and airborne debris associated with such a major construction project occurring in such close proximity to our hospital. We would want those impacts to be mitigated. Would construction activities be limited to City's normal construction time restrictions? (M-F 8-5) If not, then what hours are

proposed? And What measures will be taken to minimize disruption, dust and emissions and dirt and debris on the street and surrounding properties?

#### Disruption of Utilities:

All of our utilities such as water, phone, sewage, gas and power come to us via Merrill Street we would want to be assured that none of those utilities would be disrupted for our business during any time of the grade separation project. Do you anticipate any impact on local utility services?

#1 construction impacts  
#1 utilities

#### Access to Underground Parking Lot:

Another parking concern we have is related to the 100-space-underground parking lot at the Menlo Square condominium development next door to us. That lot provides 50 general public spaces that alleviate parking stress on our block. Blocking that driveway, by closing Merrill Street to traffic would send all 100 cars onto the streets around us for parking and further erode the access our clients have to our hospital.

#1 traffic circulation

#### Final CalTrain Parking Plan Blocks our Driveway:

In addition to these concerns, the published CalTrain plans (Supplemental Feasibility Study for Ravenswood, Oak Grove, Glenwood and Encinal Grade Separation for the City of Menlo Park; BKF, page 12) that we have seen for the grade separation project appear to include eliminating the train station's north parking lot and replacing that with new diagonal parking spaces on both sides of Merrill Street, including right in front of our hospital. We provide 5 off-street-parking spaces for our clients on the Eastern-most part of our property. Our 2 driveways are on Merrill Street and access to our driveways appears to be completely blocked by this parking plan.

#1 traffic circulation

#6 access to private property

Our clients need to be able to drive up to our building so that they can safely transport their animals, who are often need to be carried when they are brought to us. It would be a significant hardship if they had to compete with all-day commuters and the general public to access our hospital for veterinary medical care. We also need access for deliveries of supplies and laboratory sample pick-up. We would strongly object to this permanent parking plan and consider it an illegal "taking" of our property vis-à-vis blocking access.

#6 access to private property

What are your plans to accommodate the cars that normally use the train station parking

2

lots, or the Menlo Square underground parking lot? What are your plans for

#1 traffic circulation

parking construction vehicles? What are your plans for permanent parking spaces on Merrill St. in front of our property's driveways?

#1  
traffic  
parking

#### Some Necessary Mitigation Measures:

- 1) At a minimum, please include a one-lane-one-way street to allow automobile traffic to continue to flow on Merrill Street, allow our clients to use our parking spaces, and access to Menlo Square underground parking, during grade separation construction.
- 2) Modify the final parking arrangement so that both of our driveways on Merrill St. are accessible to the public.
- 3) We understand that in other areas, like San Mateo and Belmont, where grade separation projects impacted businesses by blocking public access, that CalTrain moved some of those businesses temporarily into nearby property so that they would survive. We would like to make it clear that we operate out of both the 1125 Merrill Street and Mondin buildings, and have significant lease and sub-lease obligations in both locations. Any discussion of moving us temporarily would have to consider all of those lease obligations, as well as business related restrictions on how far away from downtown we could relocate –even temporarily, and not hurt our business(es) permanently.

#1  
traffic  
parking  
#2 traffic

#6  
Business  
#3 Access

#### Noise from Acceleration and Operation of High Speed Train

We understand that there is a potential for disruptive noise associated with the rapid acceleration of High Speed Trains as they are leaving their stations. Given that we are relatively close to both the Palo Alto and Redwood City stations, we are concerned that we will experience disruptive noise levels as accelerating trains pass by our business.

#1  
noise

We would like to know the anticipated manner and extent of noise level increases, for our location, both during construction and under full operation of the HSR and expanded CalTrain service. We are particularly concerned about noise because we have 24 hour hospitalized patients and an apartment above the hospital that need peace and quiet.

#1  
noise

#### Animal Concerns:

##### 1) Entrapment:

Our business gives us some expertise into the concerns of animal owners. Among those concerns we include concern that a below grade trench will become a deadly trap for not only wild life, but owned cats and dogs who, for whatever reason, may have found their way into the trench. We hope that animal access to the trench will be made difficult so as to preclude cats

#1  
Safety

and dogs, and other animals from becoming trapped within the trench.

2) Access as Passengers:

Additionally, we expect that our clients will want to use the California High Speed Rail, and will want to take their animals with them on the train. We hope that your plans include accommodating animals traveling on the train with their owners. We believe that the bond that animal owners have with their companion animals is becoming ever more important to them.

3

# 3  
animal  
on  
train

In the 50 years that our practice has been in existence we have seen the attitude that our clients have about their pets shift along with the American society as a whole. (One Nation Under Dog by Michael Schaffer, 2009) The vast majority of our clients consider their pets to be a true member of their family, and include them in more and more of their daily activities-this includes sleeping with their pets, taking their dogs to work, and taking their pets with them as they travel. We issue animal health certificates almost every day, so that our clients can travel with their pets, we have seen this interest increase steadily.

We look forward to your response to the concerns listed above.

Sincerely,

Carol B. Schumacher  
Mid-Peninsula Animal Hospital, inc.  
(Cruz Ave)  
1125 Merrill Street Associates LLC

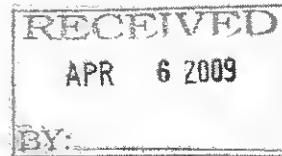
Robert Mondin  
(Owner, 500-530 Santa  
1 Jennings Lane.  
Atherton CA 94027

Lisa Stahr  
Scout's House  
500 Santa Cruz Ave  
Menlo Park Ca 94025

cc. CalTrain  
City of Menlo Park  
Menlo Park Chamber of Commerce  
Palo Alto Humane Society



April 1, 2009



Karen E. Blount D.V.M.  
Cynthia B. Easton D.V.M.  
Mia M. Tomola D.V.M.  
Theresa L. Voss D.V.M.  
Dane M. Whitaker D.V.M.  
Susan A. Wilson D.V.M.

Janet C. Lowery D.V.M.  
Holly Bourne R.V.T.  
Carol B. Schumacher R.V.T.  
Cynthia M. Grant

Mr. Dan Leavitt, Deputy Director  
ATTN: San Francisco to San Jose HST Project EIR/EIS  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento CA 95814

Subject: Comments from Two Merrill Street Property/Business Owners, Mid-Peninsula Animal Hospital and the Robert Mondin family, Regarding Grade Separation at Oak Grove and Ravenswood in Menlo Park, and other concerns related to the San Francisco to San Jose Segment.

Dear Mr. Leavitt;

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In addition to the building at 1125 Merrill Street, our hospital leases approximately 2/3 of the building immediately South of us, at 500-530 Santa Cruz Avenue, which is owned by the Robert Mondin family. We sub-lease different portions of the Mondin building to both the Palo Alto Humane Society (PAHS) and Scout's House, a canine rehabilitation facility. The rest of our leased space is used by our hospital for treatments, laboratory and housing animals. We are multiple businesses whose missions are similar, whose continued success is related to each other, and whose lease obligations are intertwined.

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If our clients cannot easily access our building, they will not be able to use our services and our business would suffer accordingly. Not only does this represent financial difficulty for us, and our employees, it also represents a significant hardship for the 6000+ families in the Menlo Park area who use our services to address their animal's medical needs.

In what ways and to what extent will your plans effect traffic on Merrill Street, both during construction and afterwards?

#1  
#2  
#3  
Business  
Business  
Access

#1  
#2  
construction  
impact

I-SM 162

Construction Noise, Vibration and Debris:

Both rail crossings on either side of our block (Oak Grove and Ravenswood) are slated for grade separation. Our location in the middle of that block makes us particularly concerned about the impact of this construction work on our business. We are also concerned about the noise, vibration and airborne debris associated with such a major construction project occurring in such close proximity to our hospital. We would want those impacts to be mitigated. Would construction activities be limited to City's normal construction time restrictions? (M-F 8-5) If not, then what hours are proposed? And what measures will be taken to minimize disruption, dust and emissions and dirt and debris on the street and surrounding properties?

#1  
noise  
air quality  
construction  
impact

Disruption of Utilities:

All of our utilities such as water, phone, sewage, gas and power come to us via Merrill Street we would want to be assured that none of those utilities would be disrupted for our business during any time of the grade separation project. Do you anticipate any impact on local utility services?

#1  
utilities

Access to Underground Parking Lot:

Another parking concern we have is related to the 100-space-underground parking lot at the Menlo Square condominium development next door to us. That lot provides 50 general public spaces that alleviate parking stress on our block. Blocking that driveway, by closing Merrill Street to traffic would send all 100 cars onto the streets around us for parking and further erode the access our clients have to our hospital.

#1  
traffic

Final CalTrain Parking Plan Blocks our Driveway:

In addition to these concerns, the published CalTrain plans (*Supplemental Feasibility Study for Ravenswood, Oak Grove, Glenwood and Encinal Grade Separation for the City of Menlo Park*; BKF, page 12) that we have seen for the grade separation project appear to include eliminating the train station's north parking lot and replacing that with new diagonal parking spaces on both sides of Merrill Street, including right in front of our hospital. We provide 5 off-street-parking spaces for our clients on the Eastern-most part of our property. Our 2 driveways are on Merrill Street and access to our driveways appears to be completely blocked by this parking plan.

#1  
traffic  
circulation

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What are your plans to accommodate the cars that normally use the train station parking

lots, or the Menlo Square underground parking lot? What are your plans for parking construction vehicles? What are your plans for permanent parking spaces on Merrill St. in front of our property's driveways?

**Some Necessary Mitigation Measures:**

- 1) At a minimum, please include a one-lane-one-way street to allow automobile traffic to continue to flow on Merrill Street, allow our clients to use our parking spaces, and access to Menlo Square underground parking, during grade separation construction.
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- 3) We understand that in other areas, like San Mateo and Belmont, where grade separation projects impacted businesses by blocking public access, that CalTrain moved some of those businesses temporarily into nearby property so that they would survive. We would like to make it clear that we operate out of both the 1125 Merrill Street and Mondin buildings, and have significant lease and sub-lease obligations in both locations. Any discussion of moving us temporarily would have to consider all of those lease obligations, as well as business related restrictions on how far away from downtown we could relocate –even temporarily, and not hurt our business(es) permanently.

#1 mitigation  
traffic

#6  
Property  
Access/  
relocation

**Noise from Acceleration and Operation of High Speed Train**

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#1  
noise

We would like to know the anticipated manner and extent of noise level increases, for our location, both during construction and under full operation of the HSR and expanded CalTrain service. We are particularly concerned about noise because we have 24 hour hospitalized patients and an apartment above the hospital that need peace and quiet.

**Animal Concerns:**

**1) Entrapment:**

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#1  
softly

**2) Access as Passengers:**

Additionally, we expect that our clients will want to use the California High Speed Rail, and will want to take their animals with them on the train. We hope that your plans include accommodating animals traveling on the train with their owners. We believe that the bond that animal owners have with their companion animals is becoming ever more important to them.

#3  
animal  
on  
train

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#3  
animal  
on  
train

We look forward to your response to the concerns listed above.

Sincerely,

*Carol B. Schumacher* *Robert Mondin*

Carol B. Schumacher  
Mid-Peninsula Animal Hospital, inc.  
1125 Merrill Street Associates LLC

Robert Mondin  
(Owner, 500-530 Santa Cruz Ave)  
1 Jennings Lane.  
Atherton CA 94027

cc. CalTrain  
City of Menlo Park  
Menlo Park Chamber of Commerce  
Scout's House  
Palo Alto Humane Society

April 10, 2009

California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 94814

Dear HSR Planners,

I am a resident of Atherton whose property might be damaged or taken when you implement the high speed rail project. Please let me voice my concern, though late it maybe.

#1  
B10  
A1  
1. I have 4 redwood trees which are more than 100 years old. I hope you will do all the best that you can to save what mother-nature has grown for more than 100 years. When this initiative was presented to the voters, it was not told that many natural vegetation will be destroyed in the process.

2. The exceedingly high noise that will result when the high speed trains start operating.

3. Maybe the HSR will not be as profitable as the proponents think. If you look at the driving habit of the people, they still want the privacy of their car.

4. This HSR will greatly diminish the value of my property. This is the only source of my retirement funds. What will I do when it is time for me to retire. I put all my money into this property thinking that it will not depreciate.

Tunnel  
I suggest tunneling when the HSR track passes populated cities. Or moving the tracks to where there are no concentration of homes and population. Please think of the safety of civilians and properties. Or maybe, start/end the HSR track in San Jose. People from outside of San Jose can take the CALTRAIN to the HSR station. Afterall, CALTRAIN and HSR perform the same function, so why duplicate.

I thank you for reading what I have to say.

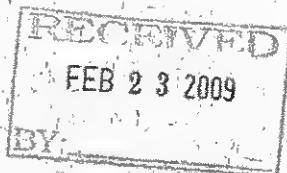
#2  
Start  
end  
Station

Very truly yours,

Wilfredo D. Serrano  
97 Belleau Avenue  
Atherton, CA 94027

I-SM 163

John Simons  
89 Lloyd Drive  
Atherton, CA 94027



Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

RE: High Speed Rail – Atherton

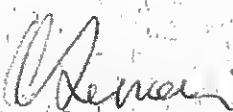
Dear Mr. Leavitt,

Being a resident of Atherton for the past 10 years and being one of the 29 homes that I believe are slated for eminent domain, I am writing this letter to express my concerns on two issues: #1 intro

- 1) The eminent domain process is one that can be quite litigious if not handled appropriately. #1 eminent domain  
What are the plans in process for the purchase of our homes? What process of determining value is planned? What about additional costs such as relocation expenses? Is there any timeline set up yet so that we have the ability to plan? As of now, I would have a difficult time trying to sell my home because of the proposed HSR. So, the impact has begun. Has anyone addressed these issues? #1 property values
- 2) Aside from the obvious that many old growth trees would be destroyed with any plan that the HSR comes up with, the look and feel of Atherton would change dramatically. My issue regarding this is it seems the Authority has not cared much about the “on the ground” impact. I have been to many of the meetings and the emphasis is on the “numbers”, the “need” and the “future”. No one speaks about the actual impact to the people living in this area. Assuming that the HSR is indeed coming up the peninsula from San Jose I believe an enclosed tunnel system is the only choice for the Menlo Park/Atherton corridor, as this will help reduce the already negative impact created by approximately 130 daily high speed trains running through a residential area. #1 biological resources #1 operation impacts #2 tunnel

Please send any materials that you may have that address these issues. If you do not have such materials please respond to this letter with such reasons as to why these issues have not been addressed. #1 info request #1 conclusion

Sincerely,



John B. Simons

Cc: Jerry Carlson, Atherton Mayor

I-SM 164

Kris Livingston

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 4:03 PM  
**To:** Kris Livingston  
**Subject:** FW: High Speed Rail system

**From:** becky simpson [mailto:[bsimpson@sfslidingdoor.com](mailto:bsimpson@sfslidingdoor.com)]

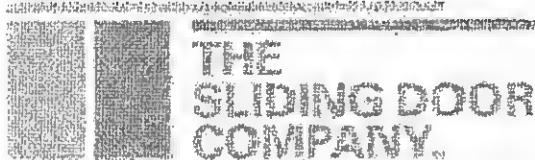
**Sent:** Monday, April 06, 2009 2:01 PM

**To: HSR Comments**

### Subject: High Speed Rail system

I am against this rail system coming up the Peninsula. The reported trains every 2 minutes makes me want to laugh. How many people want to go to San Francisco? Is it worth making the residents along the way miserable? Who is more important, the hoped for tourist or the people who live here and will have to pay for something they do not want. We already deal daily with the noise from the freeway and the airport, do not add additional noise pollution to our existence. I love my garden and want to be able to spend time outside. ~~I ~~feel~~ & open space~~ How about routing it up Hwy 280? Since it will not stop often between SJ and SF it doesn't need to go along the existing train tracks. Feeder transport can run it to the connecting systems

Becky Simpson  
Customer Service  
SF Sliding Door Company  
320 Swift Ave  
South San Francisco CA 94080  
650.588.2222  
[bsimpson@sfslidngdoor.com](mailto:bsimpson@sfslidngdoor.com)



## Kris Livingston

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 4:06 PM  
**To:** Kris Livingston  
**Subject:** FW: High Speed Rail on Peninsula

**From:** Tom Simpson [mailto:[izoard@aol.com](mailto:izoard@aol.com)]  
**Sent:** Monday, April 06, 2009 12:36 PM  
**To:** HSR Comments  
**Cc:** [akeighran@burlingame.org](mailto:akeighran@burlingame.org); [cbaylock@burlingame.org](mailto:cbaylock@burlingame.org); [tnagel@burlingame.org](mailto:tnagel@burlingame.org); [jdeal@burlingame.org](mailto:jdeal@burlingame.org); [jdeal@burlingame.org](mailto:jdeal@burlingame.org); [alec@pilarcitos.com](mailto:alec@pilarcitos.com); [joannasimpson@mac.com](mailto:joannasimpson@mac.com); [greta\\_Simpson@yahoo.com](mailto:greta_Simpson@yahoo.com); [duncansimpson2000@yahoo.com](mailto:duncansimpson2000@yahoo.com); [beckysimpson@hotmail.com](mailto:beckysimpson@hotmail.com)  
**Subject:** High Speed Rail on Peninsula

Prior to the 1989 Loma Prieta earthquake San Francisco had a couple of examples of the proposed High Speed rail planned for the Peninsula - they were the stub ends of both Highway 280 that ended abruptly near Mission Bay and the 101 extension that ended near Broadway. These were the result of the rebellion of San Francisco residents who didn't want to see their town destroyed by freeways rammed through the heart of their city.

High Speed rail is planning the same sort of wholesale destruction of the heart of the Peninsula with the plan to both add the additional tracks necessary to carry these Bullets and well as the planned Grade Separations. A 50 mile long "Berlin Wall" will be created that will wreak havoc with the communities it touches.

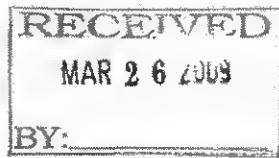
Please end the High Speed train in San Jose - it is totally unnecessary for San Francisco to be the terminus and anyone who either believes this extraordinary boondoggle can be completed without numerous calls for additional funding or advertised \$55 ticket price needs to be certified and locked away. I've been waiting to hear who the private investors are with their interest in this project and have been deafened by their silence.

I see no reason to damage the existing communities on this proposed route so that mythical rail customers will choose this transportation alternative. We already have a highway and air system that work.

Sincerely,

Tom Simpson  
Pilarcitos Cyclesports  
732 Fairfield Road  
Burlingame, CA 94010  
[www.pilarcitos.com](http://www.pilarcitos.com)  
[info@pilarcitos.com](mailto:info@pilarcitos.com)  
(650) 302-6310

The Average US Credit Score is 692. See Yours in Just 2 Easy Steps!



March 25, 2009  
1155 Merrill Street #208  
Menlo Park, CA 94025  
(650) 327-6192

Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt:

The following are items that I believe should be a part of the Project-Level EIR/EIS process:

### 1. Electromagnetic Interference

Under some circumstances, electric arcs can be generated between an electric locomotive and an overhead catenary cable. These electric arcs can cause interference in electronic devices such as radios and televisions in homes and businesses that are in close proximity to the railroad right-of-way. The possible existence and impacts of this and other forms of electromagnetic interference along the HSR corridor must be clearly analyzed and mitigated.

1  
HAZARDS

### 2. Transition Sections

It is possible that the tracks will have to change elevation or configuration as they enter Menlo Park from the south, and/or as they leave Atherton in the north, and make the transition to the grade separation configuration chosen for the Menlo Park and Atherton streets. The characteristics of these transition sections can be significantly different from the "steady state" grade separation alternatives. The EIR should include a careful analysis of these sections as to all of their impacts during construction and at project completion.

2  
GRADE  
SEPARATIONS  
Construction  
impacts

### 3. Right of Way Widths

There may need to be structures such as track crossovers, track sidings, signal bridges, and trackside buildings along the railroad right-of-way which can significantly increase

2  
WIDTH  
CF  
ROW

6  
ACQUIRING RON

the 4-track minimum spacing usually assumed during impact analyses. The HSR EIR analyses should take into account these possibilities when evaluating land needs and business impacts.

**4. Air Space Restrictions**

It has been suggested that if a tunneling grade separation strategy is used that the air space over the tunnels can be put to good use in a variety of ways. The EIR analysis should consider this and determine if

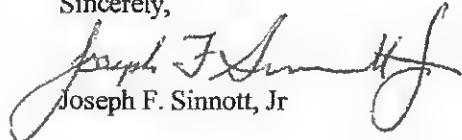
- A. There are any legal issues which would prevent such uses; and
- B. If there will be any surface structures, such as emergency access buildings, ventilation structures, or maintenance buildings which would limit such suggested uses.

3  
# OF TRACKS

2  
TUNNELS

1  
LAND USE HAZARDS

Sincerely,

  
Joseph F. Sinnott, Jr.

Joseph F. Sinnott, Jr  
1155 Merrill Street #208  
Menlo Park, CA 94025

प्राप्ति वाले दोषों का इसका उपयोग है।



Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Kris Livingston

From: Alaina Sloo [alaina@sloo.com]  
Sent: Monday, April 06, 2009 10:49 AM  
To: HSR Comments  
Subject: San Francisco to San Jose HST

Dear High-Speed Rail Authority,

I am strongly in favor of the High Speed Rail Project that will link San Francisco, Los Angeles, and Sacramento and I voted in favor of the project in the last election.

But I am strongly OPPOSEO to having the High Speed Rail run above-ground through the downtowns of the small cities along the way like Menlo Park (where I live). At a time when cities are struggling to support local retailers and create a sense of community, I have to oppose projects that will turn downtowns into no-man's lands. I realize going underground through towns increases the cost of the project, but I would much prefer to pay more taxes to fund an underground High-Speed Rail if it means the towns like the one where I live will be saved.

Alaina Sloo  
1143 Woodland Ave  
Menlo Park, CA



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print): Carrie Snyder

City: Menlo Park

State: CA Zip: 94025

Title (if applicable):

Phone: 917/862-0705 Fax:

Organization/Business (if applicable):

E-mail: carrie.snyder@earthlink.net

Address 1435 Mills Court

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

I do not want to see any elevation, <sup>none</sup>, in the train grade level. On the contrary, I want to see all trains (high speed rail, CalTrain, freight) go under ground. I do not want any signs of the high speed rail in Palo Alto, Menlo Park, Atherton or Redwood City. I feel very strongly about this point.

The area above ground should become a public park area - which would enhance our community - rather than degrade & erode & destroy our community, town & neighborhood with the inclusion of the high speed rail. I want this train put underground. Also as a homeowner & taxpayer, I do not want eminent domain executed.

Also given to court reporter.

2  
UNDER-GROUND TRACK

2  
GREEN-WAY

UNDER-GROUND TRACKS

1  
COMMUNITY IMPACTS

6  
EMINENT DOMAIN

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SM 169



## Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

**Meeting Date/Location**

February 25 - Millbrae    February 26 - Palo Alto    March 4 - Redwood City

Name (please print): John Spotorno   City: Redwood City   State: CA Zip: 94062

Title (if applicable): Architect   Phone: 650-968-2944   Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_   E-mail: jaspotorno@earthlink.net

Address: 1028 Harrison Ave

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

I 7  
Information  
Request

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

**Fold and Tape Completely Before Mailing**

I-SM 170

MAR 10 2009

High Speed Rail  
Scoping Period Comment Form  
San Francisco to San Jose Section  
March 4 – Redwood City

#1 Aesthetics

Comments:

HSR should be celebrated, not hidden, as a marvel of technology gracefully speeding along the peninsula. Designed with care, the HSR could be an enduring gift to our communities rather than a detrimental eyesore. The tracks and wires should be a light and beautiful expression of engineering complimentary to the trains and equipment. Grade, or above grade train rides are so much more desirable for the passengers than a subway ride. Stations should be souring public gathering places reminiscent of the great historic stations of Europe and at the same time reflect the truly modern marvel that they house.

#8 Support  
#2 Grade Separations  
~~Station design~~

If the system is deemed too disruptive, noisy, or dirty to be on the surface or above grade and service is forced to be tunneled underground then one might question the decision to have it located along the Caltrain right of way altogether. Because of the regional nature of the system, replacing airplanes and airports with HSR as a convenient mode of transportation, are stations even necessary in either Palo Alto or Redwood City? The whole Bay Area only has three major airports. The natural environmental issues notwithstanding, maybe a combination of a tube and surface tracks might be accommodated along the bay front avoiding the disruption of all the communities. One funding source might even come from Cargill's and others desire to create bay front developments.

#2 Grade Separations  
Alignment  
No Station  
(Palo Alto or  
Redwood City)  
#2 Grade Separations  
#5 Sources of funding

Logistically, would it make sense to build the valley portions of the line quickly, first, as there would be the most miles gained with the least disruption to current urban areas? I'm reminded how the Union Pacific was able to build so much of the trans-continental railroad across the plains while the Central Pacific was struggling to climb the Western Sierra. Can the Caltrain service be upgraded, electrified in the interim? Would the added inconvenience of switching from Caltrain to the HSR in San Jose be too much to tolerate to warrant the added costs and delays of getting the DSR all the way to San Francisco?

#2 Construction phasing  
#4 Electrification  
#3 Transfer between  
systems

John Spotorno  
1028 Harrison Avenue  
Redwood City, Ca 94062

## Kris Livingston

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:57 PM  
**To:** Kris Livingston  
**Subject:** FW: High Speed Rail

**From:** Lisa Stahr [mailto:[lbstahr@hotmail.com](mailto:lbstahr@hotmail.com)]

**Sent:** Friday, February 06, 2009 4:32 PM

**To:** HSR Comments

**Subject:** High Speed Rail

As a business owner whose business is directly across the street from the CalTrain station in Menlo Park, I am NOT in favor of the proposed high speed rail plan for a number of reasons, not the least of which is the significant impact the modifications made to the existing train station will engender for my customers and my staff. I also am greatly concerned about the noise generated by a high-speed train, the safety issues of having a high-speed train going through town, and the change in appearance of what is now a very quaint (and much used) train station in our small town.

As a resident of Menlo Park, I also do not favor the proposal. The people I've spoken to about this train, both business professionals and friends who could be potential users of the rail, have all laughed at the idea of using it. In this area, time is money and airline flights will still be significantly faster than any high-speed train, especially when considering the convenience of arrival and departure points. The rail may be a nice diversion but it will not be terribly practical. And I say that as someone who hates to fly.

I see the high-speed rail as an especially egregious waste of money, especially in these difficult economic times. Please add my name to the list of people who oppose the project.

Lisa Stahr  
President, CEO

Scout's House, Inc. 506 Santa Cruz Avenue Menlo Park, CA 94025 650 328 1430 [www.scoutshouse.com](http://www.scoutshouse.com)

Oppose

#9 ~~Oppose~~

#5 Community  
Economic  
Impact

#1 Noise  
Safety  
Aesthetics

#3 Air  
travel

#5 Cost

#9 Oppose

## Kris Livingston

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:50 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST

**From:** Scott Stanton [mailto:stanton@electric-cloud.com]  
**Sent:** Sunday, February 22, 2009 4:32 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Dear Mr. Leavitt and members of the California High-Speed Rail Authority:

I have grave concerns about the current plans to construct high-speed rail accommodations along the Caltrain corridor. This corridor passes directly through the heart of several residential neighborhoods. The proposal to expand the right of way through eminent domain takings of residences along the existing Caltrain corridor, build an elevated retaining wall, cut down dozens of heritage trees, close some crossing points, and generally ride roughshod over the lives of the residents of Atherton, Menlo Park, Palo Alto, and Mountain View is unacceptable. The cost is simply too high for these communities.

I urge you to consider alternatives that will lower the impact on local communities. First, the true costs of this project must be included in the EIS/EIR. You must include property devaluation, the loss of irreplaceable heritage trees, business closings, revenue loss to the cities, and any construction easements. I do not believe that these costs were accurately reflected in the original impact report, especially when considering the Pacheco Pass versus Altamont Pass alignment.

Second, I urge you to consider alternative approaches like tunneling as possible ways to mitigate the negative impact to our communities. Tunneling could have numerous benefits that would change this plan into a truly positive effort for everyone. Tunneling would:

- eliminate the risk of accidents
- eliminate the impact of noise from existing trains as well as the additional noise from high speed trains
- provide the opportunity to construct a greenbelt in the center of our cities that could provide much needed bike and foot trails to help reduce congestion and pollution
- improve property values along the existing train corridor
- eliminate the need to expand the existing right of way, saving homes and heritage trees

If you properly assess the impact of this project, I believe you will see that the tunneling approach will provide the greatest benefit for all concerned.

Thank you for taking my concerns seriously,

Scott Stanton  
Menlo Park

Kris Livingston

**From:** Marian Stein [maristein@comcast.net]  
**Sent:** Sunday, April 05, 2009 7:59 PM  
**To:** HSR Comments  
**Subject:** High Speed Rail through the Peninsula is NONSENSE!!!!

The high speed train should be between LA and San Francisco where it could replace expensive, unenvironmental, and time consuming air travel. What is the purpose of making it from San Jose to San Francisco? It will destroy the environment of Burlingame if it were to go through our nice little town. It would travel right next to our high school and our homes and ruin our quiet historical area including the Lion's Club and our historical train station/museum next to our lovely Washington Park. Travel from San Jose to San Francisco is not difficult, and would not be significantly improved by a high speed rail. It is nonsense to send high speed rail through the Peninsula. Amtrak is a much more reasonable right of way, where the high speed rail would not go through congested, residential areas. If Burlingame has a say in "derailing" this project, it will never happen. We like our town the way it is. Putting a high speed rail through the Peninsula is a sure fire way to turn well-planned communities into urban sprawl and congestion. Create a solution to transportation difficulties, don't destroy our lovely towns.

Marian Stein

## Kris Livingston

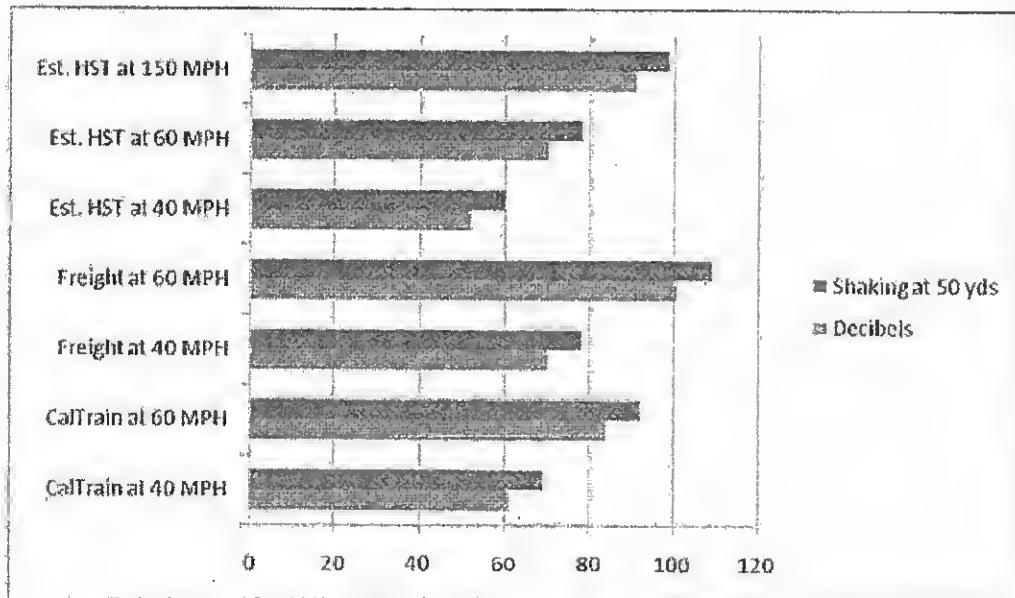
From: Stovall, Rawson [RStovall@ea.com]  
Sent: Wednesday, March 18, 2009 2:57 PM  
To: HSR Comments  
Subject: San Francisco to San Jose HST

Hello,

I am a big proponent of HST in California. I also own a condo that borders the CalTrain right of way in Redwood City.] #8 Support

A couple of comments that I would like to make:

- A HST in the Redwood City area would require grade changes - probably along the entire route - so that it matches the grade-level of CalTrain in the Belmont area.
  - This would reduce accidents
  - This would reduce traffic implications
  - This would reduce the noise of train-traffic barriers
  - This would reduce the noise of all of the train horns
  - By having the train above the ground, this would reduce the amount of ground dust that is introduced into the area (a big issue for building near the train)
- Please address (whether in the EIR or elsewhere) potential noise / ground shaking issues. This should be done IN RELATION to existing CalTrain or freight train noise / ground shaking issues.
  - For instance, something like this (note that the #s are just made up):



- I would also like to propose that residential buildings that border the HST line be offered subsidies for insulation, noise-reducing windows.
- I would like a Peninsula stop in Redwood City.
  - Great downtown for many blocks around the station

#2 Grade Separations  
#1 Safety  
Traffic  
Noise  
#2 Elevated  
#1 Air quality

#1 Noise/  
vibration

#1 Noise  
#5 Economic  
Community  
Impact

#2 Station in  
Redwood City

- o Country seat with lots of government buildings
- o Current train station is already a transit hub
- o Lots of corporations in the RWC area – Oracle, Electronic Arts, Dreamworks Animation, Sun
- o A set of tracks splits off from the main CalTrain line and goes across the Bay.
  - CalTrain has suggested using this as a cross-Bay CalTrain line.
  - That cross-Bay route could be an alternate to the lower Peninsula path should cities like Los Altos and Atherton abject to the HST.
  - Or a Cross-Bay CalTrain line could help connect the East Bay to the HST

#3 CalTrain  
Coordination  
System  
transfers

Once again, I would like to reiterate that I am a big proponent of HST in California.

] #8 Support

Best,

Rawson



**Kris Livingston**

---

**From:** tchafee [tchafee@rcn.com]  
**Sent:** Monday, April 06, 2009 4:38 AM  
**To:** HSR Comments  
**Subject:** from Burlingame

RE: High speed rail.

Forget about it

Nobody that uses public transit pays what it costs as it is now ,not to mention its lack of significance with regard to the number of people who will use it.

Also the rise in crime with any stops in the vicinity. Anyone who lives around here will tell you that BART's incursion into Millbrae for example has seen crime on the rise .

→ *operational costs*  
→ *Safety & Security*



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print): Angus Teter

City: Menlo Park

State: CA Zip: 94025

Title (if applicable): Student

Phone: 323-2552 (650) Fax:

Organization/Business (if applicable):

E-mail: angusteter@gmail.com

Address

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

I am very concerned to see that "Wildlife Habitat Connectivity" is not one of the key issues that the EIR/EIS plans to address. I would not support the construction of the CTISR without knowing that the planners are aware of the barrier that the train will present, and that they have a mitigation plan based on sound science. I would also recommend that the planners NOT hire the consulting firm H.T. Harvey, among the environmentalist community as unethical & unprofessional. I also do not think GAP Data is appropriate to use for the scale of this project.

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

January 14, 2009

Dear Mr. Dan Leavitt, Deputy Directory and members of the High-Speed Rail Authority, As a resident of Felton Gables in Menlo Park I am very concerned about the impact of the High Speed Train on our communities.

The project could require cutting down hundreds of mature trees, the condemnation of private property adjacent to the tracks, and the construction of an elevated structure that divides neighborhoods. The visual impacts of the structure and the tree cutting will affect the community's character. An increase in noise and vibration would also result. In addition, there may be safety issues associated with the mixing of freight trains, commuter trains and high-speed trains on the same tracks.

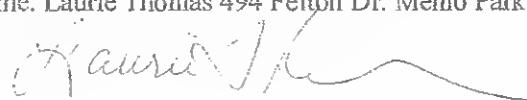
Seen from the perspective of cities like Mountain View, Palo Alto, Menlo Park, and Atherton, located along the proposed route, the current plan could be a disaster, inflicting incredibly destructive impacts on some of the most livable communities on the Peninsula. I would like to see the Altamont Route considered and used as this would have the least impact on wildlife and natural resources, and would put the new rail facilities in areas where the maximum ridership could be developed – including access to Sacramento and Stockton. The DPEIR/S fails to include a complete, accurate and objective analysis of regional rail ridership for the Sacramento-Stockton-Pleasanton-San Francisco/San Jose Corridor and for the Merced-Tracy-Pleasanton-San Francisco/San Jose Corridor.

The documents failure to provide this information renders its analysis of the effects of the Program Alternatives on the environment, as well as the social and economic impacts of the Alternatives, (and resulting secondary physical environmental impacts) inadequate. This omission is a fatal deficiency! The Altamont alignment results in a more highly integrated and efficient High Speed Rail system and would serve a significantly larger market than does the Pacheco alignment. Even the DPEIR/Ss inadequate analysis of travel times shows that the Altamont alignment gives roughly equivalent travel times between Northern and Southern California as Pacheco, but a far superior travel time between the Bay Area and the northern San Joaquin Valley. For example, travel time between Sacramento and San Francisco via Pacheco is 1 hour and 47 minutes, while via Altamont it is 1 hour and 6 minutes. Once south of San Jose, the Pacheco alignment travels primarily through rural agricultural areas and wetlands, while the Altamont alignment would provide convenient access to three major Tri-Valley population centers, Dublin, Pleasanton, and Livermore, as well as Sacramento, Stockton, Tracy, Modesto, Merced and many other nearby communities. If it were not for the flaws permeating the ridership analysis contained in the DPEIR/S, the ridership figures would have shown the clear superiority of the Altamont alignment.

The Planning and Conservation League (PCL), the California Rail Foundation (CRF), the Transportation Solutions Defense and Education Fund (TRANSDEF) and the Bay Rail Alliance have joined the Town of Atherton and the City of Menlo Park in a lawsuit challenging the final Environmental Impact Report (EIR) prepared by the California High Speed Rail Authority. Critically important comments on the Draft Program EIR were basically ignored.

I believe after careful consideration and further investigating of these issues you also will find in favor of the Altamont alignment.

Thank you for your time. Laurie Thomas 494 Felton Dr. Menlo Park, CA 94025



200

#1 biological resources  
#6 eminent domain  
#1 circulation  
aesthetics  
noise  
vibration  
safety

#2 Alt route  
#7 deficiency in previous EIR

#2 travel time.

#2 method of  
ridership calc

#7  
deficiency  
in previous  
EIR

I-SM/78

## Kris Livingston

**From:** clem.tillier@gmail.com on behalf of Clem Tillier [clem@tillier.net]  
**Sent:** Saturday, March 28, 2009 9:48 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

1360 Cherry Street  
San Carlos, CA 94070  
[clem@tillier.net](mailto:clem@tillier.net)

March 28th, 2009

Mr. Dan Leavitt, Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

ATTN: San Francisco to San Jose HST project EIR/EIS

Mr. Leavitt, members of the CHSRA, and staff:

As a private citizen, peninsula resident, and daily rider of Caltrain, I would like to offer the following comments regarding the scoping of the San Francisco – San Jose HST project EIR/EIS, as solicited by your Notice of Preparation.

I have described several of these ideas on my Caltrain – HSR Compatibility Blog (<http://caltrain-hsr.blogspot.com>), which I invite you, members of the CHSRA, and your engineering consultants to visit at your convenience.

### Corridor Configuration

The San Francisco – San Jose HST project EIR/EIS should include in its scope an evaluation of the impacts of running HSR on the outside two tracks of the four-track corridor. This fast-slow-slow-fast configuration has significant and desirable operational advantages for both HSR and Caltrain, including:

- Flexibility for Caltrain local service to access either platform track at local stations without crossing or fouling HSR express tracks, providing operational flexibility in the event of a disruption and minimizing delay propagation and impact to HSR traffic during peak traffic hours; #2 Track alignment
- Minimizing acquisition costs for station amenities at the reconfigured Caltrain local stations, and providing a wider, safe, comfortable and accessible single platform; #3 Coordination Cal Train
- Providing the possibility of future mid-line turnback sidings, allowing Caltrain to tailor service patterns to demand by turning back certain services at points between San Francisco and San Jose without crossing or fouling HSR express tracks. #3 Coordination Cal Train

The impacts possibly resulting from such a configuration include at least:

- The horizontal alignment of the tracks, especially in the area of station approaches; #2 Track alignment

- The extent of grade separation structures, many of which would be located in the immediate area of Caltrain station locations.

The CHSRA should not select a slow-fast-fast-slow configuration on the basis of the existing station configuration at Caltrain's Bayshore and Lawrence stations; the cost of reconfiguring these stations would be trivial compared to overall project cost.

## Curve Remediation

The San Francisco – San Jose HST project EIR/EIS should include in its scope an evaluation of the impacts of straightening the sharpest curves on the peninsula corridor. The conceptual design for the corridor, as described in the final Bay Area / Central Valley regional EIR/EIS (including Appendix run time simulations), appears not to include curve remediation. This is a poor and unjustified assumption that should not be carried forward to the San Francisco – San Jose HST project EIR/EIS.

Failure to evaluate the environmental impact of curve remediation opportunities on the peninsula corridor would betray a lack of discipline in managing risk and opportunity for system-level run times, and poor management of run time margins. Even if curve straightening is not strictly required to meet the run time allocated to the peninsula segment itself, precious seconds saved on the peninsula can be traded against seconds lost elsewhere (beyond the peninsula) as alignment alternatives are refined, in order to meet the mandated HSR run time requirements.

With the goal of building up and preserving adequate run time margins at the system level, the San Francisco – San Jose HST project EIR/EIS should evaluate the feasibility and impact of straightening key curves that present the maximum opportunity for additional time savings, including at least:

- The curve at MP 10.9 in San Bruno, limited to ~65 mph. Straightening this curve for 110 mph operation would save each HSR passenger about 40 seconds, or nearly half a percent of the entire SF – LA run time from this single curve. The large adverse impact of this curve to HSR run times may justify limited property takings on the inside of the curve and the reconfiguration of columns supporting the Quentin L. Kopp freeway viaduct (I-380). Evaluation of curve remediation at San Bruno should be unfettered by Caltrain's existing and incompatible plans to rebuild the San Bruno station, which did not take into account the speed requirements of HSR.
- The curve at MP 5.1 just north of the Caltrain Bayshore station. The cost of relocating the Bayshore station should not prevent straightening this curve to 125 mph, which would save roughly 20 seconds.
- The double reverse curves at MP 30, which form the approaches to the Palo Alto Caltrain station. These curves should be straightened, and the platforms rebuilt on a very wide radius (e.g. 5000 m) to allow non-stop trains to pass through the station at 125 mph; the savings would be approximately 25 seconds.
- The curve at MP 13.9 in Millbrae, limited to ~90 mph. This curve is constrained on the inside by the extensive (and mostly unused) tail-track infrastructure of the BART Millbrae station, which was configured with a future peninsula extension in mind. Expanding the peninsula corridor to four tracks precludes such a BART extension, and may obviate a portion of the BART tail tracks. Flattening Millbrae curve by decommissioning at least one BART tail track would not cause any changes in land use, and would likely require no private property takes. In exchange, HSR services passing through Millbrae without stopping would save about 15 seconds.
- Other sharp curves on the peninsula corridor, including Hayward Park (MP 18.8), Lawrence (MP 40.6),

Bowers (MP 41.9), San Antonio (MP 34.3), Belmont (MP 22.4), etc. to the point of diminishing returns. ] #2 Tracks

The EIR/EIS should also describe the specific methodology and criteria applied to decide whether or not a curve is straightened, including metrics, formulas, and thresholds. ] #2 Tracks

### Grade Crossing Closures

The San Francisco – San Jose HST project EIR/EIS should include in its scope an evaluation of the impacts of closing certain grade crossings along the peninsula corridor. The EIR/EIS should also describe the specific methodology and criteria applied to decide whether or not a crossing is closed, including metrics, formulas, and thresholds. ] #2 tracks  
#1 grade crossings  
#1 traffic circulation

### Dumbarton Bridge Rail Access

The San Francisco – San Jose HST project EIR/EIS should exclude from its scope any alternatives that complicate or preclude future rail service across the Dumbarton rail bridge, assuming such bridge is refurbished or replaced at a future date. Specifically, all design alternatives for Redwood Junction at MP 26.3 should allow for future commuter service to seamlessly enter the Caltrain corridor, northbound and southbound, without crossing or fouling HSR express tracks. The project EIR/EIS should examine the impacts of the flyovers or tunnels that will be required to preserve unimpeded future rail access to the Dumbarton corridor. ] #3 Additional tracks to accommodate present & future yard operations coordination w/other transit proj

Such access could also prove beneficial, should the preferred alignment over Pacheco Pass prove infeasible to build.

### Millbrae Station Configuration

The San Francisco – San Jose HST project EIR/EIS should exclude from its scope any configurations of the Millbrae Intermodal station that do not provide four platform faces, one for each track. The Bay Area / Central Valley regional EIR/EIS notionally described the Millbrae station as having four tracks and two outside platforms, a configuration ill-suited to Millbrae's role as a hub in the regional transportation network. Millbrae is a key interchange point between Caltrain local and express services, as well as BART. If HSR and Caltrain express trains are to share the same two express tracks, and if Millbrae is configured with only two platform tracks, then Caltrain express trains will be forced to switch tracks, with the following adverse consequences: ] #2 Tracks  
#3 station design

- Introduction of a needless dependency in scheduling of trains on the local and express tracks, possibly causing delays on the local tracks to propagate to HSR service; ] #3 shared station access
- No possibility of cross-platform transfers between Caltrain local and Caltrain express/ HSR service, a lost opportunity that would degrade the quality of the HSR feeder network, which is critical to achieving good system ridership. ] #3 system transfers

The Millbrae station should be configured with two island platforms, similar to the conceptual design (as described in the Bay Area / Central Valley EIR/EIS) for the Palo Alto / Redwood City station locations. ] #3 station design

### San Jose Station Configuration

The San Francisco – San Jose HST project EIR/EIS should include in its scope track alignments for the approaches to San Jose Diridon station that do not require trenching or tunneling. ] #2 grade separations

In particular, the EIR/EIS should consider the option of relocating yard tracks #6 through #9 at Caltrain's CEMOF to the north side of the facility, in order to allow high speed trains to avoid the double reverse curve ] #2 Tracks

around the CEMOF building. In exchange, the tracks on said double reverse curve could become Caltrain yard tracks. The running tracks would thus return to their pre-CEMOF straight alignment, which would be conducive to speedy and efficient operations for both HSR and Caltrain.

Furthermore, the EIR/EIS should justify the number of HSR platform tracks required at San Jose Diridon station. If every high speed train is scheduled to stop there, it would seem that just two platform tracks would suffice—and that the station could remain at grade with just one level to handle all service.

### Transit-Oriented Developments

The San Francisco – San Jose HST project EIR/EIS should include in its scope an evaluation of the impacts of and upon transit-oriented development (TOD) projects currently planned or underway. Potential encroachments or conflicts with the right-of-way required for expansion to 4 tracks may result from TOD projects planned or underway in San Carlos, Millbrae, Brisbane and possibly other locations. TOD projects should not be allowed to dictate or constrain the configuration of HSR; such a circumstance would be the very opposite of transit-oriented.

### Preservation of Heritage Trees

The San Francisco – San Jose HST project EIR/EIS should include in its scope the use of cantilever poles for the overbead contact system, to mitigate impacts on the numerous trees that flank the corridor. Cantilever OCS poles located inboard of the outer pair of tracks would keep high voltage well away from trees, in exchange for a small increase in track spacing to provide the necessary pole clearances.

### Electrification Height

Caltrain's existing plans for electrification accommodate so-called "excess height" freight cars (AAR Plate H), which do not currently operate north of Santa Clara. This would cause the entire overhead contact system to be built 3 feet higher than needed to clear regular freight cars (AAR Plate F).

The San Francisco-San Jose HST project EIR/EIS should include in its scope the option of building the overhead contact system at a normal height (as required to clear AAR Plate F, but not AAR Plate H) in order to avoid the visual blight of extremely tall ("excess height") electrification support poles, and to avoid the impact of an additional 3 feet of vertical separation that would be required wherever roads need to be grade-separated over the tracks.

I respectfully request confirmation that you have received these comments. Thank you for considering these comments as you embark on this significant undertaking. I look forward to reading the draft EIR/EIS. I would be happy to clarify and/or discuss the comments above; should this be desired, please contact me via e-mail at [clem@tillier.net](mailto:clem@tillier.net)

Best Regards,

Clem Tillier  
San Carlos, CA

45 Mt. Vernon Lane  
Atherton, Ca. 94027  
Feb. 5, 2009

California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, Ca. 94814

Dear HSR Planner,

As a resident of Atherton whose property might be taken in the process of implementing the HSR, I want to register several concerns.

1. I have at least eight trees, depending on how much land you might grab that act as a buffer between me and the railroad that would disappear, almost 25 if you took more than 35 feet. These trees not only buffer the sound of the 96 trains that currently come thru, they provide better air, a more appealing view, a habitat for birds and other animals, and a sense of safety.
  - #1 noise
  - #1 Aesthetics
  - #1 biological resources
  - #1 safety
2. I have a 300 year old Oak that is within 90 feet of the current trains that would be severely affected by additional trains coming through.
  - #1 biological resources
  - #1 historical resources
3. I have 36 solar panels that face south/southwest that depend on the sun to provide as much energy for my house and the rest of the valley. Any kind of wall 15 feet or more could/would affect there production. For that I would expect to be highly compensated.
  - #1 utilities
4. Any wall you construct would greatly alter the microclimate of my property, killing off many of the valuable flora that has been painstakingly planted.
  - #1 biological resources
5. The atmosphere around the trains would be far more polluted with 172 trains creating dust and that in turn would create more allergies.
  - #1 AQ
6. I cannot even imagine the amount of increased noise that I would have to deal with. I've managed to create Nature's sound wall, but if you elevate the trains, that will not be possible and the artificial wall will only end up bouncing the sound directly into my house. I know this as I've investigated putting in a sound wall and my house is in the "bounce zone" as it is farther away from the trains than other houses around me.
  - #1 noise
7. You might as well start calling my area "East Atherton" as any sound wall will create that very effect, bringing down property values on this side of the tracks dramatically. There will be a barrier between us and the rest of the town that will not be possible to remove.
  - #1 noise
  - #6 Property values

8. The wall will be absolutely considered an eyesore since this community has put tremendous effort into flora and natural materials in their landscaping. No 15 or higher wall could ever be considered aesthetically pleasing. #1 Aesthetics

9. The unsightly electrical wires will also materially hurt the value of those properties surrounding the trains. #1 Aesthetics  
#1 Utilities  
#1 property values

10. With four to six tracks, what safety measures are you taking? That is a huge amount of space for children and others to wander. #1 safety

11. If you take 35 or more from the other side, some of those houses will be extremely close to the wall. (As would the icon, Willie Mays' house, if you did it on this side.) Also, the access roads would be affected—so you might as well buy their homes. #1 POW Acquisition

12. We have a public park on the same side of the tracks as my house which is supposed to be protected from land grabbing, eminent domain. This park is a well use, highly loved park. Any land taken from it would affect the tennis courts which are becoming popular again, this time by young families with children, the Little League field and the soccer fields would be affected. These are very important features of our park that CANNOT be destroyed by HSR. #1 Recreation  
open space  
#1 eminent domain

13. I would get no direct benefit from the train even though I use the Cal Train frequently to go to San Francisco. I enjoy the 55 minute trek, giving me time to relax and enjoy the view. I would not travel to Palo Alto to take advantage of HSR as I enjoy being able to walk to and from the station. How dangerous will it now be for me to walk to the station? #1 traffic  
circulation  
#1 safety

Obviously, I would most definitely ask that you dig a big ditch, similar to what happened in Boston and Reno. Many of the unsightly and sound concerns would be diminished. #2 trench  
#1 noise

Obviously safety concerns might not be reduced and the loss of my trees as well as thousands of others would still be affected and that is a crime in my mind. Not having a division wall is the only consequence that will not have a major financial impact on my property and on the properties around me. #1 safety  
#1 biological resources  
#1 property values

Please, please seriously consider ditching between Menlo Park and Atherton, if not between Palo Alto (or Mountain View) and Redwood City. The economics of these cities will be horribly altered otherwise. #2 trench

Respectfully,

Marylue Timpson

REPORT  
FEB 6 2009  
BY:

45 Mt. Vernon Lane  
Atherton, Ca. 94027  
Feb. 5, 2009

California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, Ca. 94814

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5. The atmosphere around the trains would be far more polluted with 172 trains creating dust and that in turn would create more allergies.
6. I cannot even imagine the amount of increased noise that I would have to deal with. I've managed to create Nature's sound wall, but if you elevate the trains, that will not be possible and the artificial wall will only end up bouncing the sound directly into my house. I know this as I've investigated putting in a sound wall and my house is in the "bounce zone" as it is farther away from the trains than other houses around me.
7. You might as well start calling my area "East Atherton" as any sound wall will create that very effect, bringing down property values on this side of the tracks dramatically. There will be a barrier between us and the rest of the town that will not be possible to remove.

I-SM 181

8. The wall will be absolutely considered an eyesore since this community has put tremendous effort into flora and natural materials in their landscaping. No 15 or higher wall could ever be considered aesthetically pleasing.
9. The unsightly electrical wires will also materially hurt the value of those properties surrounding the trains.
10. With four to six tracks, what safety measures are you taking? That is a huge amount of space for children and others to wander.
11. If you take 35 or more from the other side, some of those houses will be extremely close to the wall. (As would the icon, Willie Mays' house, if you did it on this side.) Also, the access roads would be affected—so you might as well buy their homes.
12. We have a public park on the same side of the tracks as my house which is supposed to be protected from land grabbing, eminent domain. This park is a well use, highly loved park. Any land taken from it would affect the tennis courts which are becoming popular again, this time by young families with children, the Little League field and the soccer fields would be affected. These are very important features of our park that CANNOT be destroyed by HSR.
13. I would get no direct benefit from the train even though I use the Cal Train frequently to go to San Francisco. I enjoy the 55 minute trek, giving me time to relax and enjoy the view. I would not travel to Palo Alto to take advantage of HSR as I enjoy being able to walk to and from the station. How dangerous will it now be for me to walk to the station?

Obviously, I would most definitely ask that you dig a big ditch, similar to what happened in Boston and Reno. Many of the unsightly and sound concerns would be diminished. Obviously safety concerns might not be reduced and the loss of my trees as well as thousands of others would still be affected and that is a crime in my mind. Not having a division wall is the only consequence that will not have a major financial impact on my property and on the properties around me.

Please, please seriously consider ditching between Menlo Park and Atherton, if not between Palo Alto (or Mountain View) and Redwood City. The economics of these cities will be horribly altered otherwise.

Respectfully,



Marylue Timpson

Kris Livingston

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From: Sandy Towle [rstowle@gmail.com]  
Sent: Sunday, April 05, 2009 5:50 PM  
To: HSR Comments  
Subject: High Speed Rail Issue

My grandfather Edward G. Budd would be thrilled to learn that such a project is under consideration. His company, the Budd company, built many of the famous trains and innovated the Observation car along with the reduce draw provided by the corrugated stainless steel roofs, etc.. As a little girl, my mother christened or launched one of the "Chiefs".

My Uncle, Edward G. Budd Jr. felt that he could beat jets across America given the right of ways and a train with jet propulsion power.

I'm all in favor of the train for the convenience and option it will provide travelers, the jobs it will create, It does not seem practical to have stops other than at Sacramento, Oakland, San Jose (perhaps) and then paralleling Route 5 down to LA and then on to San Diego. The pressures to have the train stop elsewhere will be intense and also slow the potential of such a train to ranking with current schedules.

Good luck;

Best regards,

Sandy Towle  
Burlingame, CA  
650.342.1063

**Kris Livingston**

---

**From:** BeBe Trinkner [BeBe.Trinkner@comcast.net]  
**Sent:** Sunday, April 05, 2009 5:39 PM  
**To:** HSR Comments  
**Subject:** railroad comments

We are ALL for it. Please cast our vote affirmative.

Beatrice and Roger Trinkner, 735 Bowhill Road, Hillsborough, CA 94010

Thank you for asking!

#8support

## Kris Livingston

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**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:36 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST

**From:** George Ugras [mailto:[ugras@pacbell.net](mailto:ugras@pacbell.net)]

**Sent:** Wednesday, March 04, 2009 2:23 PM

**To:** HSR Comments

**Subject:** San Francisco to San Jose HST

Dear Sir/Madam

I am writing to express concern about the environmental impact of the high speed rail project on our neighbourhood. I have reviewed the report and the way this is being constructed will cause great damage to our community here in Menlo Park. I hope your authority will reconsider its position. Most people supporting the project who voted for it had the wrong impression on the construction style and the impact.

Regards,

George Ugras

#1 construction  
impacts

#7 prop 1A  
misinformed



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

February 25 - Millbrae

February 26 - Palo Alto

March 4 - Redwood City

Name (please print): MARIA VELASQUEZ

City: MILLBRAE

State:

Zip: 94030

Title (if applicable): \_\_\_\_\_

Phone: \_\_\_\_\_

Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

E-mail: M VELASQUEZ@BART.GOV

Address: 570 HEMLOCK AVE

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

My concerns living adjacent to the Caltrain tracks are

1) increased noise & how that will be handled, will a sound wall be built for example.

2) increased vibration, already experience due to Caltrain, the addition of more tracks & trains will only increase the vibration.

3) how will the addition of two or more tracks affect my right of way, I don't think there's enough room then and to also allows enough space for my noise and vibration level comfort. Will I have to give up my home?

4) this is my home for me and my family, I don't want to be sacrificed for the good of the general public. I would rather be bought out than to live in a disturbing and hectic home with a high level of noise and vibrations on a continuous basis. PLEASE, don't forget the small folks!

thank you.

5) how about under ground tracks for areas such as mine that are m...

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

Fold and Tape Completely Before Mailing

I-SM 185

2

UNDER-GROUND

**Kris Livingston**

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**From:** Shannon Vilchez [shannonvilchez@yahoo.com]  
**Sent:** Monday, March 23, 2009 2:05 PM  
**To:** HSR Comments  
**Subject:** High-speed rail Millbrae

Hi,  
I am thinking of selling my house and have been given some paperwork lately regarding the expansion in Millbrae. Please contact me and let me know if this is something that is happening soon. My address is 646 Hemlock Ave. Millbrae

H6 Property  
Values

**Have a great day!**

**Shannon** 

## Kris Livingston

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**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:05 PM  
**To:** Kris Livingston  
**Subject:** FW: High Speed Rail - Comment Letter on EIR/S  
**Attachments:** Letter to HSR on EIR scoping.doc

**From:** Charles Voltz [mailto:[charles\\_voltz@yahoo.com](mailto:charles_voltz@yahoo.com)]  
**Sent:** Monday, April 06, 2009 6:03 PM  
**To:** HSR Comments  
**Cc:** Burlingame City Council; James Nantell; Syed Murtuza  
**Subject:** High Speed Rail - Comment Letter on EIR/S

Please find attached my letter of comment.

Charles E. Voltz  
P.O. Box 323  
Burlingame, CA 94011  
Tel: (650) 685-8010  
Fax: (650) 585-2956  
Email: [charles\\_voltz@yahoo.com](mailto:charles_voltz@yahoo.com)

} #11 intro

LAW OFFICE OF  
**CHARLES E. VOLTZ**  
MEDIATOR/ARBITRATOR

PHONE: (650) 685-8010  
FAX: (650) 585-2956  
E-MAIL: CHARLES\_VOLTZ@YAHOO.COM

Post Office Box 323  
BURLINGAME, CA 94011-0323

Monday, April 06, 2009

Mr. Dan Leavitt  
Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: Environmental Impact Report/Statement

Dear Mr. Levitt,

As a long-time user and supporter of various forms of rail transit in metropolitan areas (CalTrain, BART, Chicago's "L" and suburban rail lines, New York, Tokyo and London subways), including high-speed rail (Japan, Germany), I am writing to express my concerns over the potential negative impact the proposed High Speed Rail ("HSR") system may have on local communities on the San Francisco Peninsula.

The HSR Authority's present challenge is to properly scope and prepare an Environmental Impact Report/Statement that will (1) clearly identify the foreseeable damage to Peninsula communities along the CalTrain right of way, and (2) propose appropriate means and methods that would resolve or mitigate the foreseeable damage to the maximum extent possible.

For all its glitz and glamour, HSR is not an end in itself. It is primarily a means to connect various California communities more closely, more efficiently and more environmentally responsibly. It would be both ironic and unacceptable for HSR, in linking communities hundreds of miles apart, to damage irreparably the fragile local travel and community networks along its Peninsula right of way.

*Duplicate*

History teaches that Big Planners often overlook or disregard this problem, and have left in their wake messes that subsequent urban planners have had to undo at great public expense. A few examples should suffice: the Central and Embarcadero freeways in San Francisco, and the huge public housing projects on the South Side of Chicago built in the name of urban redevelopment. In addition, there is an unfortunate tendency among many, but not all, HSR planners to view as "fly-over country" communities along the right of way that are not designated train stops. For them, "accommodating" local problems in such communities is a low priority at best. This unfortunate tendency must be affirmatively addressed from the outset.

To be more specific, the situation in Burlingame is as follows:

1. *From Peninsula Avenue north to Broadway*, the CalTrain right of way divides long-established residential communities both east and west of the tracks. In addition, Burlingame's downtown business district (which includes its City Hall and Public Library) is immediately west of the tracks, while vital civic facilities (its high school, recreation center, football stadium, baseball stadium and athletic fields, swimming pool, tennis courts, historic Washington Park where public events are held) are immediately east of the tracks. There are grade crossings at Peninsula Avenue, Bayswater Avenue, Howard Avenue, North Lane, Oak Grove and Broadway.
2. *From Broadway north to Millbrae*, west of the tracks there is the Broadway business district and a long-established residential district. Immediately east of the tracks is a light industrial business district served primarily by Rollins Road.

In both cases, the residential, civic and business areas that lie east of tracks are bounded on the east by the US 101 freeway with access across the freeway only at Millbrae Avenue on the north, Broadway in the middle, and Peninsula Avenue on the south. From north to south this is a distance of over three miles of fairly dense urban development encompassing thousands of homes and apartments, numerous civic facilities, and a vibrant light industrial district. Thus, these critical areas of Burlingame are *boxed in* between the CalTrain right of way on the west and US 101 freeway on the east with cross-town access limited to the present six CalTrain grade

crossings and three US 101 grade crossings. This makes maximum and convenient access to the rest of the Burlingame community across the CalTrain right of way more important than it might otherwise be--indeed, absolutely vital.

Train tracks and freeways often serve as giant barriers that divide and fragment existing (and future) communities. An instructive example is Chicago's South Side where rail lines radiate outwards in every direction (except east) from the downtown passenger terminals and its stockyards and factories. The negative impact on local communities is most severe on the South Side because all of the rail lines from the east, the southeast and the south travel through the South Side. The result is an extensive network of railroad berms and viaducts that serve rail traffic but divide and fragment local communities. These railroad dividers were a major factor in facilitating and preserving racial and ethnic segregation in housing.

From a community standpoint, railroad lines act like huge rivers that create both physical and psychological barriers between parts of the same community. In this aspect, they often do immeasurable damage to community life. For what is a community but a sense of belonging and connectedness? In addition, they harm property values by limiting easy and convenient access to the other part of town by walking, biking or driving a car. *The keys to maintaining a genuine community across train tracks are (1) grade separations that allow the maximum number of crossings--all of them at grade level--and (2) the elimination of berms or other physical barriers (like those presently in place in Belmont and San Carlos) that wall off neighborhoods from each other..*

This cannot be accomplished "on the cheap." The HSR Authority's agreement to use the CalTrain right of way results in a huge savings of time and money to the Authority by eliminating its need to acquire equivalent right of way all the way between San Francisco and San Jose. Taking into account the price of land anywhere on the Peninsula, this savings to the HSR Authority must be in the billions of dollars.

In order to avoid the substantial damage to local communities along the CalTrain right of way that would occur if there are elevated tracks on berms and crossings are not at grade level, the HSR Authority will need to spend a substantial portion of these savings. In all fairness, the right of

way belongs to the public living in San Francisco, San Mateo and Santa Clara counties, and their communities along the right of way must be the primary beneficiaries of these savings. In this regard, communities in San Mateo County should receive special consideration since it was San Mateo County that funded the purchase of the right of way, and has still not been repaid the portion of the funding owed by San Francisco and Santa Clara counties.

Finally, it will *not* be sufficient for CalTrain and HSR planners to merely accommodate *existing* patterns of development and vehicular and pedestrian traffic. CalTrain and HSR are both being planned for the future—at least the next 30 years. These planners must likewise take into account, the likely *future* patterns of housing and business in-fill development and changing patterns of local travel on the Peninsula. Otherwise, HSR will lock in our present inadequate, wasteful and unsustainable patterns of development and travel. We can reasonably predict that there will be more emphasis on increased density and "walkable communities" (see, e.g., Leinberger, *The Option of Urbanism*, Island Press 2008), as well as reduction of vehicle miles traveled through increased patterns of bike-riding and walking for local trips now made by automobile (see, e.g., California Complete Streets Act). Thus, the EIR/EIS must take these foreseeable developments into account in calculating the likely damage to communities along the CalTrain corridor.

Very truly yours,

s/Charles E. Voltz

Charles E. Voltz

cc: Burlingame City Council  
Burlingame City Manager  
Burlingame Public Works Director

## Kris Livingston

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**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 2:56 PM  
**To:** Kris Livingston  
**Subject:** FW: Corrected Comments on EIR/S -- II  
**Attachments:** Letter to HSR on EIR scoping.doc

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**From:** Charles Voltz [mailto:[charles\\_voltz@yahoo.com](mailto:charles_voltz@yahoo.com)]

**Sent:** Tuesday, April 07, 2009 5:08 PM

**To:** HSR Comments

**Subject:** Corrected Comments on EIR/S -- II

Please excuse my forgetting to attach my corrected version of yesterday's letter.

Charles E. Voltz

Charles E. Voltz  
P.O. Box 323  
Burlingame, CA 94011  
Tel: (650) 685-8010  
Fax: (650) 585-2956  
Email: [charles\\_voltz@yahoo.com](mailto:charles_voltz@yahoo.com)

} #1 intro

LAW OFFICE OF  
**CHARLES E. VOLTZ**  
MEDIATOR/ARBITRATOR

PHONE: (650) 685-8010  
FAX: (650) 585-2956  
E-MAIL: CHARLES\_VOLTZ@YAHOO.COM

POST OFFICE BOX 323  
BURLINGAME, CA 94011-0323

Monday, April 06, 2009

Mr. Dan Leavitt  
Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: Environmental Impact Report/Statement

Dear Mr. Levitt,

As a long-time user and supporter of various forms of rail transit in metropolitan areas (CalTrain, BART, Chicago's "L" and suburban rail lines, New York, Tokyo and London subways), including high-speed rail (Japan, Germany), I am writing to express my concerns over the potential negative impact the proposed High Speed Rail ("HSR") system may have on local communities on the San Francisco Peninsula.

The HSR Authority's present challenge is to properly scope and prepare an Environmental Impact Report/Statement that will (1) clearly identify the foreseeable damage to Peninsula communities along the CalTrain right of way, and (2) propose appropriate means and methods that would resolve or mitigate the foreseeable damage to the maximum extent possible.

For all its glitz and glamour, HSR is not an end in itself. It is primarily a means to connect various California communities more closely, more efficiently and more environmentally responsibly. It would be both ironic and unacceptable for HSR, in linking communities hundreds of miles apart, to damage irreparably the fragile local travel and community networks along its Peninsula right of way.

#1 intro  
#2 compare  
to foreign  
system

#1 intro

#1 ET  
community  
separation  
community  
impact

ISM-188  
(cont.)

History teaches that Big Planners often overlook or disregard this problem, and have left in their wake messes that subsequent urban planners have had to undo at great public expense. A few examples should suffice: the Central and Embarcadero freeways in San Francisco, and the huge public housing projects on the South Side of Chicago built in the name of urban redevelopment. In addition, there is an unfortunate tendency among many, but not all, HSR planners to view as "fly-over country" communities along the right of way that are not designated train stops. For them, "accommodating" local problems in such communities is a low priority at best. This unfortunate tendency must be affirmatively addressed from the outset.

#11  
intro

To be more specific, the situation in Burlingame is as follows:

1. *From Peninsula Avenue north to Broadway*, the CalTrain right of way divides long-established residential communities both east and west of the tracks. In addition, Burlingame's downtown business district (which includes its City Hall and Public Library) is immediately west of the tracks, while vital civic facilities (its high school, recreation center, football stadium, baseball stadium and athletic fields, swimming pool, tennis courts, historic Washington Park where public events are held) are immediately east of the tracks. There are grade crossings at Peninsula Avenue, Bayswater Avenue, Howard Avenue, North Lane, Oak Grove and Broadway.
2. *From Broadway north to Millbrae*, west of the tracks there is the Broadway business district and a long-established residential district. Immediately east of the tracks is a light industrial business district served primarily by Rollins Road.

#1 ETJ  
community  
separation  
community  
impacts  
land use  
etc.

#2 grade  
crossings

#1 ETJ  
community  
separation

In both cases, the residential, civic and business areas that lie east of tracks are bounded on the east by the US 101 freeway with access across the freeway only at Millbrae Avenue on the north, Broadway in the middle, and Peninsula Avenue on the south. From north to south this is a distance of over three miles of fairly dense urban development encompassing thousands of homes and apartments, numerous civic facilities, and a vibrant light industrial district. Thus, these critical areas of Burlingame are *boxed in* between the CalTrain right of way on the west and US 101 freeway on the east with cross-town access limited to the present six CalTrain grade

#1 ETJ  
community  
separation  
community  
impacts  
circulation  
boxed  
in)

crossings and three US 101 grade crossings. This makes maximum and convenient access to the rest of the Burlingame community across the CalTrain right of way more important than it might otherwise be--indeed, absolutely vital.

Train tracks and freeways often serve as giant barriers that divide and fragment existing (and future) communities. An instructive example is Chicago's South Side where rail lines radiate outwards in every direction (except east) from the downtown passenger terminals and its stockyards and factories. The negative impact on local communities is most severe on the South Side because all of the rail lines from the east, the southeast and the south travel through the South Side. The result is an extensive network of railroad berms and viaducts that serve rail traffic but divide and fragment local communities. These railroad dividers were a major factor in facilitating and preserving racial and ethnic segregation in housing.

From a community standpoint, railroad lines act like huge rivers that create both physical and psychological barriers between parts of the same community. In this aspect, they often do immeasurable damage to community life. For what is a community but a sense of belonging and connectedness? In addition, they harm property values by limiting easy and convenient access to the other part of town by walking, biking or driving a car. *The key to maintaining a genuine community across train tracks is grade separations that allow the maximum number of crossings—all of them at grade level—and the elimination of berms or other physical barriers (like those presently in place in Belmont and San Carlos).*

This cannot be accomplished "on the cheap." The HSR Authority's agreement to use the CalTrain right of way results in a huge savings of time and money to the Authority by eliminating its need to acquire equivalent right of way all the way between San Francisco and San Jose. Taking into account the price of land anywhere on the Peninsula, this savings to the HSR Authority must be in the billions of dollars.

In order to avoid the substantial damage to local communities along the CalTrain right of way that would occur if berms and crossings are not at grade level, the HSR Authority will need to spend a substantial portion of these savings. In all fairness, the right of way belongs to the public living in San Francisco, San Mateo and Santa Clara counties, and their

#1 EJ  
community  
separation  
economic  
impact

#1 EJ

#6 property  
values

#2 grade  
separation  
crossings

#5 cost

#5  
funding

communities along the right of way must be the primary beneficiaries of these savings. In this regard, communities in San Mateo County should receive special consideration since it was San Mateo County that funded the purchase of the right of way, and has still not been repaid the portion of the funding owed by San Francisco and Santa Clara counties.

Finally, it will *not* be sufficient for CalTrain and HSR planners to merely accommodate *existing* patterns of development and vehicular and pedestrian traffic. CalTrain and HSR are both being planned for the future—at least the next 30 years. These planners must likewise take into account, the likely *future* patterns of housing and business in-fill development and changing patterns of local travel on the Peninsula. Otherwise, HSR will lock in our present inadequate, wasteful and unsustainable patterns of development and travel. We can reasonably predict that there will be more emphasis on increased density and "walkable communities" (see, e.g., Leinberger, *The Option of Urbanism*, Island Press 2008), as well as reduction of vehicle miles traveled through increased patterns of bike-riding and walking for local trips now made by automobile (see, e.g., California Complete Streets Act). Thus, the EIR/EIS must take these foreseeable developments into account in calculating the likely damage to communities along the CalTrain corridor.

#1 traffic  
& circulation  
# Land use  
climate change

# II  
conclusion

Very truly yours,

s/Charles E. Voltz

Charles E. Voltz

cc: Burlingame City Council  
Burlingame City Manager  
Burlingame Public Works Director

## Kris Livingston

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 2:56 PM  
**To:** Kris Livingston  
**Subject:** FW: No High Speed Rail along the Peninsula!

**From:** Jim Wald [mailto:Jim.Wald@stemcellsinc.com]

**Sent:** Tuesday, April 07, 2009 2:43 PM

**To:** HSR Comments

**Subject:** No High Speed Rail along the Peninsula!

I am writing in response to your request for public input regarding the HSR project. I am adamantly opposed to any high speed rail plan for the San Francisco Peninsula that would involve an above-ground rail or a trenched rail. If the high speed rail cannot be routed underground, then the link that extends the rail from the Central Valley to San Francisco should be put through the open space in the East Bay. The SF Peninsula is made up of numerous, small cities that all got their start because they were on the San Francisco to San Jose rail-line. As a result, the Peninsula is ahead of its time: we have had a mass transit rail system since 1864. Because the Peninsula's towns were built before the creation of the automobile, their main business districts, their main public properties such as high schools and parks and some of their most beautiful housing are all within a short walk to their historic train stations, many of which are state landmarks or are on national historic registers. Indeed, one might say that Burlingame, San Mateo, Menlo Park and other Peninsula towns were the original "transit-oriented development." The newly proposed high speed rail, in the form of above-ground tracks or trenched tracks, would involve eminent domain of some of our most precious and highly valued downtown properties, as well as decreased property values due to the unwelcome addition of loud sounds and shaking caused by the high speed rail. We have a mass transit system that works for us: CalTrain.

Thank you for your consideration.

James Wald

Burlingame, CA

#2  
under  
ground  
#3alt  
route

#1 historic  
resources

#2under  
ground  
#3de  
property  
values  
#4noise  
#5vibrati  
#6eminent  
domain

## Kris Livingston

---

From: Suzanne Weinstock [suzanne@bigtray.com]  
Sent: Monday, March 23, 2009 10:31 AM  
To: HSR Comments  
Subject: HSR through Atherton Menlo Park

To whom it may concern,

I am a resident of Atherton and live on the East side of the railroad tracks (one block). I am horrified to think how difficult our daily lives will become, as we do most of our shopping and have a twice daily drive to school that crosses the railroad tracks. The noise and disruption and traffic during the construction alone would be disastrous and the noise after completion would be nothing short of pollution to our ears on an minute by minute basis. I voted "No" on the HSR ballot. I believe ultimately an HSR would be a great service for Californians, but this is not the right route. It goes through so many wonderful neighborhoods that people pay a premium to live in partly for their quiet and charm, not to live in the middle of high speed transportation.

Please reconsider the impact this would have on millions of homeowners.

Josh and Suzanne Weinstock  
2 Lane Place  
Atherton, CA 94027

#11 Intro

#1 Noise

#2 Different alignment

#11 Conclusion

## Kris Livingston

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**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:13 PM  
**To:** Kris Livingston  
**Subject:** FW: oppose high speed rail  
**Attachments:** stat5044.jpg

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**From:** Shirly Lee [mailto:tokigome@yahoo.com]  
**Sent:** Monday, April 06, 2009 4:30 PM  
**To:** HSR Comments  
**Subject:** oppose high speed rail

I am opposed to the proposed high speed rail. I would rather the funds be spent on developing new regional mass transit, such as connecting BART around the entire bay area. For example, I have many friends in the Oakland/Berkeley area, but can't take BART there from the peninsula. It's ridiculous to spend so much money on transit that will help to improve the lives of only a few. The projected ridership is simply a dream.

Shirly White  
55 Redwood Way  
Atherton, CA 94027

#9  
opposed

#20  
calculation  
of ridership

**Kris Livingston**

---

**From:** Ann Whittaker [annwhittaker1@yahoo.com]  
**Sent:** Monday, April 06, 2009 12:00 PM  
**To:** HSR Comments  
**Subject:** High speed rail

Dear Mr. Leavitt,

We are writing to voice our dismay and concern about the High Speed Rail being planned to run up the peninsula. There are many areas of concern but the two most pressing are the plan for such an expensive project and the route of the HSR. We can not imagine how such a project is being considered for this state when we are in such dire financial straits. At the present time Californians are being faced with higher taxes, cuts in education funding, cuts in services and inability to fund the general needs of state residents. And this is the time we are considering such an expensive project as the High Speed Rail?

Are second major concern is how the HSR would affect the quality of life of peninsula residents. We are obviously concerned here in Menlo Park as are residents of Palo Alto, Atherton, San Mateo, San Carlos, Burlingame, etc. Certainly the project as now planned would affect many of the above mentioned towns. Adding two new tracks to our current configuration is mind boggling. Where will they go and what will we all lose to provide that space? And who does this benefit? Certainly not the Bay Area which has so many regional traffic issues that need to be addressed.

The only reasonable plan that we have heard would be to connect the HSR to the Baby Bullet trains in San Jose. This would save so much money and would lessen the effect of the HSR on peninsula residents and businesses. We hope this option is being seriously considered.

Rory and Ann Whittaker  
480 Claremont Way  
Menlo Park, CA 94025

#1 intro  
#5 costs  
#2 route

#1 community impacts  
#2 tracks  
#1 traffic & circulation

#2 terminate  
in San Jose

## Kris Livingston

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:48 PM  
**To:** Kris Livingston  
**Subject:** FW: High Speed Rail Comment

**From:** Julie Willard [mailto:juliewillard1@yahoo.com]  
**Sent:** Tuesday, February 24, 2009 9:05 PM  
**To:** HSR Comments  
**Subject:** High Speed Rail Comment

Dear HSR,

I voted for the HSR and am a great proponent of the project. However as a San Carlos resident adjacent to the railroad tracks, I am concerned about the impact of the project and hope that the following concerns will be addressed and mitigated:

- 1) Please make sure the EIR for the high speed rail addresses the need for adequate long term parking (greater than 24 hours) especially at local caltrain stations. Currently there is no parking for over 24 hours and this impacts surrounding residential areas. #8  
#11  
#1  
Parking
- 2) Please make sure the EIR addresses the need for Landscaping to shield the neighboring residences from trains (due to noise, wind and the potential new overhead wires). #1  
#1  
Noise  
#1 Aesthetics
- 3) Please make sure the EIR addresses the incorporation of additional pedestrian connections between east and west San Carlos. #1  
#1  
Traffic
- 4) As part of the EIR look at the removal of the Kelly-Moore Spur to give businesses back parking space lost due to a spur which has never been used. #1  
#1  
Businesses  
#1  
Parking
- 5) As part of the EIR study the impact of potentially moving the passenger loading platform and its impact on both residents and businesses. #2  
#2  
Pass  
loading  
platform
- 6) As part of the EIR address the safety concerns of having high speed trains run through such a heavily populated area. #1  
#1  
Safety
- 7) Please address in the EIR the impact of the project to the historical Train Depot and the plans for a community gathering area nearby. #1  
#1  
Historic  
resources

8) Please make sure that the EIR addresses the noise impact both during and after construction. *#1 noise*

Thank you very much for your attention to these issues.

Sincerely,

Julie Willard  
1052 Sylvan Drive  
San Carlos, CA 94070  
juliewillard1@yahoo.com

## Kris Livingston

From: Dick Wilson [drjwils@gmail.com]  
Sent: Sunday, April 05, 2009 6:52 PM  
To: HSR Comments  
Cc: mbrady@ropers.com; martinengel@earthlink.net  
Subject: San Francisco to San Jose HST

Mr. Dan Leavitt, Deputy Director  
ATTN: San Francisco to San Jose HST  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

RE: San Francisco to San Jose HST

Gentlemen,

The "program-level" EIS for this project is an inadequate presentation of analysis and reasons for decisions for this expensive project, and has justifiably caused tremendous concern regarding the competence and intentions of the Authority.

It is clear from the limited information disclosed in this document that, as currently structured, the project will inflict major environmental damage on the Peninsula cities through which it passes.

Specifically, the project appears likely to require cutting down hundreds of mature trees, the condemnation of private property adjacent to the tracks, and the construction of a massive elevated structure that divides entire city neighborhoods with only limited opportunities for pass through

The visual impacts of the structure and the tree cutting will affect the community's character. The adverse economic consequences of the structure are likely to be major, with encroachment into well established corridors and institutions, such as the Alma Street corridor in Palo Alto, the Palo Alto Medical Foundation, substantial access restrictions to CalTrain stations from existing streets, difficult passenger interfaces to CalTrain from existing stations, and diversion of more traffic onto El Camino Real.

Real estate adjacent to the elevated structure will be severely devalued, since the structure will inhibit both access to and use of such properties. An increase in noise and vibration is unavoidable, given the projected frequency of train operations. It is difficult to understand how the construction of sound wall structures is compatible with the elevated structure set out in the document, unless the elevated structure has a much wider footprint than the present right-of-way, or is considerably taller than presently envisioned.

In addition, there are safety issues associated with the mixing of freight trains, commuter trains and high-speed trains on the same tracks. No detailed recognition of these concerns or their mitigation is offered in the document, nor are other potentially viable mitigation approaches identified. In particular, the consistent position taken by UPRR would seem to absolutely preclude such operations, and this is not acknowledged. Mixed commuter and freight operations have resulted in horrific accidents in California. These require a responsible financial structure for indemnification, and these issues are not addressed in the document.

Taken together, these issues make it appear that the decision to place this technology in this corridor was based on purely political considerations, not backed by serious analytical consideration of alternatives. Therefore, I hereby request that the following specific items

be included in the scope of the project-level EIS to be prepared jointly by the Authority and the Federal Railway Administration.

- 1) Analyze and explain in detail how the proposed HST operation is compatible with the concurrent operations of CalTrain and freight within the Peninsula corridor, including San Francisco.  
① #3 coordinate with freight
- 2) In light of environmental and safety requirements, including reduced speed requirements, provide the safe HST operating speed profile, together with longitudinal and horizontal acceleration profiles for all points within the proposed Peninsula corridor. Compare and contrast these profiles with the corresponding profiles for the Altamont corridor.  
① #1 safety  
① #3 train speed  
② #2 alternate alignment  
③ #3 train speed
- 3) Provide the same analysis for the remainder of the alignment through central California and in the Los Angeles area.  
③ #2 different alignment
- 3) Evaluate the performance of HST in these segments of the alignment and demonstrate that the choice of the Peninsula corridor provides the optimum alignment from the performance standpoint.  
③ #2 different alignment
- 4) Identify all required land use and takings impacts on Peninsula cities due to the selection of the Peninsula corridor. Provide similar analysis for destruction of trees and other vegetation.  
① #1 land use  
① #6 eminent domain  
① #1 biological resources  
Identify impacts on urban wildlife and any endangered species affected by construction and operation of the system within this corridor.  
① #1 construction impacts
- 5) Provide a detailed analysis of noise impact from both construction and operations of all trains, including HST, CalTrain and freight, on the elevated structures. Evaluate the impacts for distances of one mile on each side of the elevated structure, and compare the impacts to current noise impacts experienced with CalTrain and freight.  
① #1 noise  
① #1 construction impacts
- 4) Analyze and project the traffic impact of HST construction in Peninsula cities, including San Francisco. Such analysis should provide detailed information of traffic flows on existing streets by time of day and day of week.  
① #1 construction impacts  
① #1 traffic & circulation
- 6) Analyze and project the alteration of Peninsula cities traffic flows under normal operational scenarios for HST upon the conclusion of construction. Specifically take into account and demonstrate the consequences of limited automobile and truck crossing opportunities offered by the proposed elevated train structures.  
① #1 traffic & circulation  
② #2 grade crossings
- 7) Enumerate and demonstrate needed changes to all existing Peninsula CalTrain stations required to preserve CalTrain operations after construction of the HST elevated structure.  
③ #3 coordination w/other agencies
- 8) Analyze and describe in detail methods and operational procedures that will be employed in the event of high speed derailment or collision at all points along the route, including at stations.  
Investigate and evaluate worst case scenarios for property damage and potential loss of life. Provide estimates of financial exposure for these scenarios.  
① #1 safety & security
- 9) Describe financial and organizational responsibility for all safety related incidents within the designated corridor, including collisions and loss of life.  
① #1 safety & security
- 10) Evaluate a high speed maglev alternative for the Peninsula alignment. Previous statements by the Authority dismissing maglev as a viable alternative are inaccurate. Maglev has operated successfully for many years in revenue service in China and Japan, and offers higher performance, greater safety, lower noise, equivalent or lower capital costs, lower operating costs, and very limited land use due to lightweight trains as compared to  
④ #4 maglev  
② #2 foreign system

conventional HST. Additionally, maglev guideway structures can carry additional utility services at very low marginal costs. Such utilities include electricity and communications in fully secured forms not easily susceptible to terrorist acts. Statements by Mr. Diridon regarding maglev suppliers at the Atherton meeting were inaccurate. It appears, at least superficially, that a maglev technology alternative could respond to most objections raised against HST in the Peninsula corridor, including issues raised by UPRR. Unless the Authority is beholden to HST suppliers, there is no legitimate reason to exclude maglev.

Since, as Mr. Diridon stated, the Authority employs the best consultants available, these items should not present difficulty for your project-level effort. They are essential to receive public support.

Sincerely,

J. R. Wilson, Ph. D.  
737 College Avenue  
Menlo Park, CA 94025

#1 Safety &  
Security

#1 Conclusion

Dear Sirs,

Here are my comments regarding the HSR plan as it exists now. I can see the benefit of HSR, but cannot agree with the current plan.

You will find my reasons below..

RECEIVED  
APR 7 2009  
BY:

### Scoping Period Comment Form

I have attended two HSR scoping meetings and came away very dismayed at the plans that have been put in place without the input of our local community which will be heavily impacted, indeed destroyed, if this project moves forward as planned.

I have been involved in enough public and private projects to learn that the rule of thumb "takes twice as long and costs twice as much" is likely to be true here. I think the projections put forward about this project are pipe dreams, specifically the cost and the ridership. This project has been pushed by politicians, not railroad engineers, to our peril.

I live in Atherton about 8 houses to the west of the Cal Train tracks.

Doubling the number of tracks or building a wall that divides our town will destroy my neighborhood as it stands. I have lived here for 45 years and have enjoyed the low-key ambience here – no sidewalks, few street lights, safe streets. I often rode the Cal Train to San Francisco and SFO when it stopped here. It is my pet peeve that this option has been taken away just when many of us need it most.

Here are the impacts that must be considered in the Project Level EIR.

Noise  $\rightarrow$  noise

Construction dust and debris  $\rightarrow$  ~~area~~  $\rightarrow$  construction impacts

Taking of mature trees  $\rightarrow$  B10

Impacts to our creek  $\rightarrow$  B10

Impacts to Holbrook-Palmer Park  $\rightarrow$  recreation

Impacts to nesting and resident birds in the area  $\rightarrow$  B10

Houses taken by eminent domain  $\rightarrow$  eminent domain

Safety  $\rightarrow$  safety

Visual ugliness along the corridor  $\rightarrow$  visual

Train vibrations that make houses shake  $\rightarrow$  ~~noise~~ vibration

Sincerely,

Robin Winslow Smith

Robin Winslow Smith

32 Maple Avenue,

Atherton, CA 94027

# Run train along the Bay

Don't run the high-speed rail train through the middle of cities and towns on the Peninsula — run it up the shore of San Francisco Bay beneath the existing Dumbarton and San Mateo Bridges.

That idea came from one of our readers, Jim Painter of San Carlos, who sent a letter in response to a recent column I wrote about this \$45 billion high-speed rail system that will run from Los Angeles to San Francisco.

Painter is retired but once worked for the Santa Fe Railroad out of Kansas. He's had a long-time interest in trains and now is focused on the high-speed rail plan for the Peninsula.

He proposes the tracks run near the shore, set on pilings rising up from the Bay's floor. By elevating the tracks, Painter said, the result would be "no grade crossings, no noise abatement issues, no delays, no eminent domain, no suicides, no homeless encampments ... a no-brainer!" He adds, "the little ship-to-shore traffic there is could be mitigated with a rail swing bridge or two."

**We need original thinking**  
It's an interesting idea — it's also the type of out-of-the-box thinking that we need more of these days.

The high-speed route is simple and direct. Painter suggests the train should not stop at all between San Jose and San Francisco ("maybe at SFO"). I'm not sure it even has to be routed to SFO since people won't need to take a high-speed train to get to downtown San Francisco, and if they want to go to L.A. they could just book a flight directly to L.A. instead of flying to San Francisco.

I've been told that the problem with Painter's plan is that travelers need to get to downtown San Francisco and tunneling the



**Diana Diamond**

train from the Bay to the downtown could be very expensive.

Granted, but think of all the money we would save by not tunneling through Palo Alto, Menlo Park and Atherton (at a guaranteed cost today of \$250 million a mile). It would also save the millions that would be paid out to people whose homes will be destroyed through eminent domain because more track width is needed for both the high-speed and Caltrain trains.

#### Laws can be amended

I've also been told the high-speed system could not have tracks in the Bay because the pilings that the tracks would be placed on are considered "fill," and since the late 1960s, no more Bay fill has been permitted.

But laws can be undone, and exceptions can be made, so just because the piling approach may not be legal today doesn't mean we should throw out this idea.

Rod Diridon, a board member of the High Speed Rail Authority, told the council recently that a decision on where the tracks will go has been made, is final and cannot be reversed.

Nonsense, particularly if the authority would save millions, maybe even billions of dollars by routing the train along the shore.

Nevertheless, the way it looks right now, the high-speed train has figuratively left the station and is bound to come down the Peninsula, right through the midst of many towns, especially Palo Alto, Menlo Park and Atherton unless cities do something fast. The train would

#### The high-speed train has figuratively

**left the station and is bound to come down the Peninsula, right through the midst of many towns, especially Palo Alto, Menlo Park and Atherton, unless cities do something fast.**

Neither approach gives Palo Alto a lot of clout — the authority gets letters every day, and an amicus brief is a lightweight legal approach. If the council is really worried about the damage to the town, including a wall that will divide the city in two, perhaps it should consider stronger measures.

I've heard many in our community say the train speaks to the future societal transportation needs. I will grant that, but putting the tracks along the shoreline to me could be a win-win situation — we get high-speed rail and our towns are preserved.

Diana Diamond is associate editor of the Daily Post. Her e-mail is [Diana@DianaDiamond.com](mailto:Diana@DianaDiamond.com).

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95814

95814-3704

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MAR 9 2009

**Anthony E. Wynne**  
92 Jennings Lane  
Atherton, CA 94027  
(650)363-1654  
[aewynne@yahoo.com](mailto:aewynne@yahoo.com)

March 4, 2009

Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt,

I did not vote in favor of Prop. 1A last November. It is becoming increasingly apparent that many people who did—at least many on the San Francisco Peninsula—are now regretting their votes.

*High speed rail does not belong on the Peninsula.* The areas along both sides of the CalTrain corridor are, for most of the length of the Peninsula, too developed to bear the infrastructure and rail traffic HSR would bring without being severely and permanently impacted. In any case, high speed rail along the Peninsula is unnecessary insofar as it duplicates a rail service already in place. Having the HSR line terminates in San Jose would save a lot of money and a lot of grief, and avoid a lot of destruction along the Peninsula.

The only sensible way to do this is to route the HSR system up the East Bay using the existing Amtrak right-of-way, of which there is plenty. The trains could stop in Oakland and then continue on to Sacramento. The underutilized Amtrak tracks could be upgraded to eliminate the need to lay new tracks.

And now a word in defense of so-called “NIMBYs”. It is easy to use this term to dismiss those who are most impacted by the proposed alignment and tracks, and who understandably object to having their lives ruined, when it is not your “backyard” that is under discussion. It is easy to sacrifice someone for “the greater good” when that someone is someone else. Isn’t that called “the tyranny of the majority”?

Yes, the voters of California approved HSR by a narrow majority. But it is undeniable that they did so having few specifics before them—even as there are few specifics

#7  
Prop 1A  
misinformed

#9

#2  
alt  
route

#9

#9

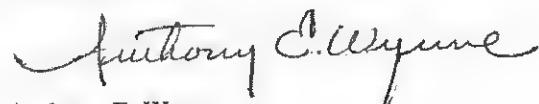
I-SM 197

available even now. Now that people have awakened -- belatedly -- to what they have approved, they will fight to defend their cities and homes.

The Peninsula is my home. I was born in San Mateo. I do not want to see it destroyed with the visual and noise pollution HSR would bring. It is not too late to revise the plans to pick a more suitable alignment, and I urge you and the CHSRA to do so.

Thank you for your consideration.

Sincerely,



Anthony E. Wynne

#9.  
#2  
ALT  
ALIGNMENT

## Kris Livingston

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 2:57 PM  
**To:** Kris Livingston  
**Subject:** FW: High speed rail comments

**From:** Zei, Paul C. [mailto:pzei@cvmed.stanford.edu]  
**Sent:** Tuesday, April 07, 2009 8:56 AM  
**To:** HSR Comments  
**Subject:** High speed rail comments

Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Mr. Leavitt and Others:

I am respectfully submitting my comments on the California High-Speed Rail Plan. I am a resident of Burlingame, which would be one of the towns significantly affected by the rail line. In my opinion, they only option that is acceptable is to bury the rail line(s) underground through our town, as well as most of the Peninsula. I understand your office has been studying these issues in great detail, and I assume you understand the specifics of the costs, impacts, etc. in much greater detail than I ever will. However, as a concerned citizen, I am very worried about the impact a surface or even above-ground additional rail line will have on our community and the other communities in the densely populated Peninsula.

As things currently stand, the Caltrain rail lines, which are predominantly surface lines, already wreak havoc on the cohesiveness of our community. The tracks divide this town and others into two halves, and the noise and traffic disruptions are significant. As I understand the current "working" proposal, there will be a parallel set of at least two tracks added to the Caltrain lines. That will inevitably exacerbate this dividing line problem significantly. An above-surface alternative, as exists in sections currently seems to be a poor solution as well. Would there be at least four total sets of tracks above ground? In my mind, that would result in a monstrosity of a structure cutting its way through a series of quiet, leafy communities up and down the Peninsula. Therefore, I can only conclude that an underground system along the Peninsula is the only acceptable solution. Of course you are aware that such a system would add the benefits of reclaimed surface property for development which would mitigate the costs of tunneling, reduced noise, improved traffic, and beautification.

I am in full support of the high-speed rail in concept, as the environmental benefit stands to be significant. However, it should not be done at the cost of many wonderful, thriving Peninsula communities such as ours. Please remember the lessons learned from examples such as Robert Moses' indiscriminate highway building throughout New York City, the effects of the old Embarcadero elevated roadway in San Francisco, and countless other examples where building mass transit pathways that cut through vibrant neighborhoods led to devastatingly negative impacts on those communities.

Thanks so much for your time in reading my comments.

Respectfully,

Paul Zei, MD  
Burlingame, CA



# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by April 6, 2009.

Meeting Date/Location

February 25 - Millbrae

February 26 - Palo Alto

March 4 - Redwood City

Name (please print): Frances Zender

City: Millbrae

State: CA Zip: 94030

Title (if applicable): \_\_\_\_\_

Phone: \_\_\_\_\_

Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_

Address: 361 Aviator Ave Millbrae CA 94030

E-mail: \_\_\_\_\_

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.



#7 PUBLIC OUTREACH  
Info. request

MAR 9 2009

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on April 6, 2009.

**Fold and Tape Completely Before Mailing**

I-SM 199

## Kris Livingston

---

**From:** HSR Comments ..  
**Sent:** Thursday, March 05, 2009 2:45 PM  
**To:** Kris Livingston  
**Subject:** FW: San Jose to San Francisco HSR

**From:** JimLewis@aol.com [mailto:JimLewis@aol.com]  
**Sent:** Saturday, February 28, 2009 3:35 PM  
**To:** HSR Comments  
**Subject:** San Jose to San Francisco HSR

Gentlemen:

As a citizen in Menlo Park, CA I object to the use of the Caltrain route for your HSR. The noise, vibration, dust, environmental impact and it's resulting impact on the quality of life is too great, and without sufficient mitigating solutions.

#1 noise  
#1 vibration  
#1 AOP

My suggestion is to consider one of the ideas listed below, as follows:

- 1) End the HSR in San Jose, and let people transfer to Caltrain to San Francisco, or perhaps BART (if extended to San Jose) to go to the East Bay. San Jose would be a Hub.
- 2) Run the HSR along Highway 280, where it may have less of an impact on the community.
- 3) Submit other ideas to the general public, city, county and other government agencies for consideration that would address the various concerns expressed by these emails.

Thank you for your time and consideration.

Sincerely,  
Jim Lewis

#2 terminate  
in San Jose  
#2 Alternate alignment  
#7 Review by  
other agencies  
of proposed  
plans

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# Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

January 22 - San Mateo County    January 27 - San Francisco County    January 29 - Santa Clara County

Name (please print): \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Title (if applicable): \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_ E-mail: \_\_\_\_\_

Address \_\_\_\_\_

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

This is 50 years overdue - CA needs it and we have the resources to reach the goal of having the first system of its kind in the US - we need to move out of our third world transportation system.

#8

X  
SUPPORT/  
overdue

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-SM 201

## Kris Livingston

From: Kris Livingston  
Sent: Tuesday, April 21, 2009 4:02 PM  
To: HSR Comments  
Subject: FW:

From: Mara McCain [mailto:mmccain@apr.com]  
Sent: Monday, April 06, 2009 2:16 PM  
To: HSR Comments  
Subject:

Mr. Dan Leavitt,

We are residents of the San Francisco Peninsula concerned about current plans to develop a High Speed Rail system for the state. In general, we think that such a system could be a wonderful thing both for California and the Peninsula. However, we do not have confidence that current plans are well thought through, or that the California High Speed Rail Authority is pursuing the project in an economically and environmentally sound manner.

In short, while we believe that a High Speed Rail system could be terrific, we don't think that the system currently being planned is the right plan. As the California State Senate Transportation Committee has noted, there really isn't a viable "business plan" for the proposed High Speed Rail system at this point, so there is a good chance that the currently authorized bond money (the almost \$10 billion approved by California voters in November 2008) could be wasted.

Furthermore, and very importantly, the current plan would utilize a route into the San Francisco Bay Area that would have the maximum (as opposed to the minimum) adverse environmental impact, and would miss many areas that could benefit from High Speed Rail. A lawsuit is currently challenging the environmental review process, and the cities of Atherton and Menlo Park have joined that lawsuit, since the EIR/EIS prepared for the project failed to address these key issues, and since the failure properly to plan for the Bay Area portion of the system puts our local communities at risk. Some of our concerns can be reviewed on the website we've created [www.HSR-letsdoitright.com](http://www.HSR-letsdoitright.com)

We do have concerns about the overall plan, but we are naturally most specifically concerned about the devastating impact that the current proposal would have on the cities of Mountain View, Palo Alto, Menlo Park, and Atherton. The current proposal would truly destroy the livability of these communities. Both Menlo Park and Atherton have joined in the lawsuit because of their concerns about the currently proposed route. We strongly believe that there is a better way! Unfortunately, former Senator Quentin Kopp and the High Speed Rail Authority have simply tried to sweep aside our legitimate concerns.

The State Senate can provide necessary oversight, and help correct the problems in the current plan. We urge you to do everything you can to make sure that the Senate in fact does that.

Thank you very much for taking our concerns seriously. We are really asking two different things from you: (1) please do not support funding for the current plan; (2) please seek to have the federal government leverage federal funding into a change in plan by the California High Speed Rail Authority, to eliminate the negative impacts of the current plan that have been briefly identified in this letter. We are particularly concerned about the routing proposals that will have such a negative impact on the Peninsula cities listed.